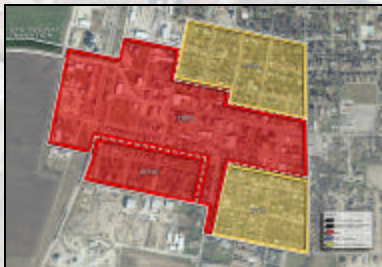


RTKL

The City of **FRISCO, TEXAS**



DOWNTOWN ARCHITECTURAL DESIGN STANDARDS; OTC & OTR

MAY 2002

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I. OVERVIEW

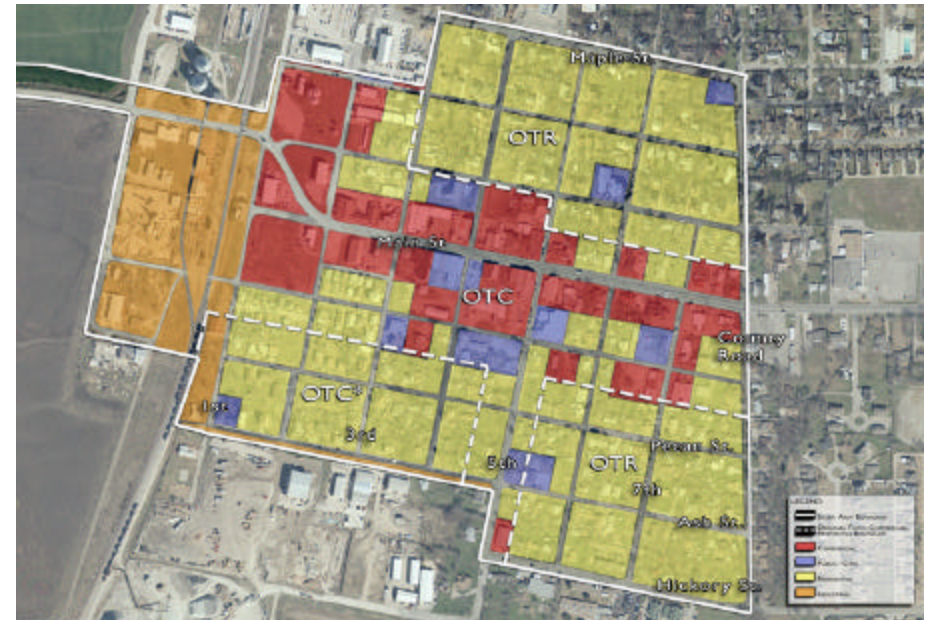
The Original Town Commercial (OTC) and Original Town Residential (OTR) Districts extend from just west of the Burlington Northern Railroad (BNR) tracks east to County Road, and from Maple Street on the north to the southern boundary of Ash Street. They were designated by the City of Frisco as special zoning districts in 2000 with the intent of establishing an early 20th century architectural vernacular.

The OTC District was established to preserve the historic areas of commercial character within the downtown. Due to the historic nature of this area, the district seeks to enhance and protect the commercial core of the downtown while providing infill opportunities and limiting "heavier" industrial and commercial uses. In addition, the relationship of the OTC District to the new Frisco Square development to the west is critical to the success of the City's downtown commercial core. Recognizing this fact, these design standards seek to unify the overall downtown commercial areas, while preserving and enhancing the unique character of the original commercial district.

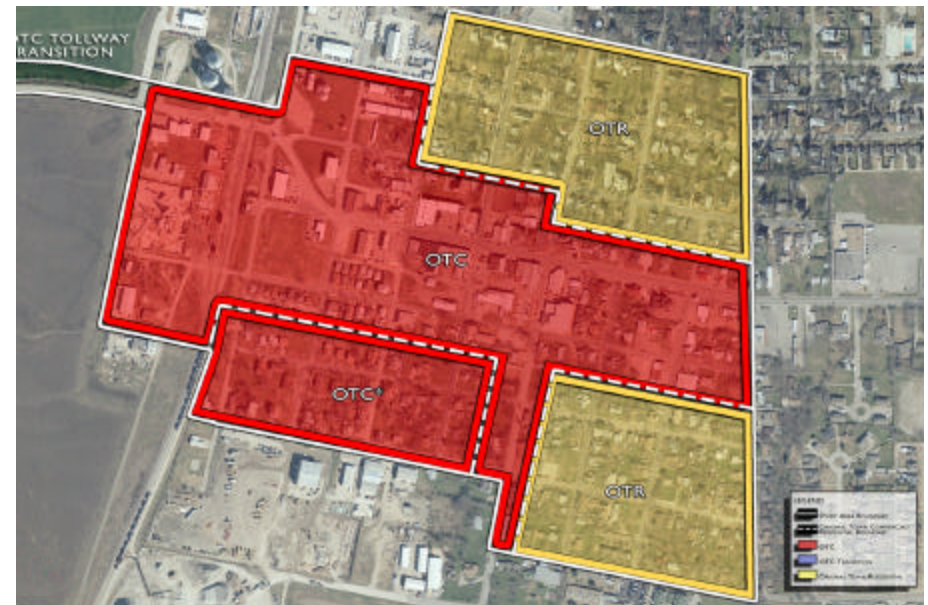
The OTR District was similarly established to preserve those areas of primarily residential character within the downtown. Due to the historic nature of these areas, the district seeks to enhance and protect the residential core of the downtown while providing mutually beneficial infill opportunities and encouraging renovation of existing structures. The result of a consensus based community planning effort these design standards are not intended to limit the creativity of the builders in their design or construction. They are intended to provide a basis for design concepts, forms and materials to create a historically compatible living environment.

For the purpose of these guidelines, the land use patterns of the study area were studied and recorded, and districts were established to prescribe appropriate standards. These districts are shown below:

1. OTR - Original Town Residential
2. OTC - Original Town Commercial
3. Tollway Transition Zone



Existing Land Use



Original Downtown Subdistricts

II. HISTORY OF THE ORIGINAL TOWN DISTRICT

I. RAILROAD INFLUENCE

In March of 1849, the Pacific Railroad Company of Missouri (PRCM) was granted a charter by the Missouri Legislature to allow expansion of the railroad system into other states. The PRCM began laying tracks throughout Texas, constructing the St. Louis and San Francisco Railroads in North Central Texas. When surveying potential track routes through Western Collin County, the decision was made to place the route on the west side of what was known then and now as the Preston Ridge.

The Ridge itself is a geological formation that contains the highest point in Collin County and runs north-south through the heart of Frisco's current City boundaries. The western boundary of the ridge includes a sharp change in elevation that levels out onto flat, agricultural land. Because of the drop in elevation, storm water runoff could easily be captured at the foot of the ridge and channeled into a lake. At that time, the Preston Ridge provided enough water runoff to fill "Lake Frisco," a now non-existent lake that would have been located southwest of the existing downtown. Since steam engines require water, the train stops and depots were located near lakes to utilize this power source.

2. YEARS OF DEVELOPMENT PROSPERITY

Shortly after the completion of the railroad tracks in 1901, Frisco became a regular stop for trains taking advantage of Lake Frisco and the city's central location between Dallas and Tulsa, Oklahoma. Frank Witt of Little Elm opened Frisco's first general store in the summer of 1901. Later A.G. McAdams and the Conway Leeper Company opened lumberyards. Eventually Frisco was settled in 1902 under the name of Emerson, Texas. However, due to the similarity in name of Emerson and the town of Emberson, Texas in Lamar County, the town name was changed to Frisco City and later to Frisco in honor of the railroad. Originally incorporated in 1908, tracts in the Old Donation were subdivided into lots 25 feet wide and auctioned to the highest bidder at rates of \$20 to \$50 per lot. These lots and the majority of the buildings on them were sited with their lengths parallel to the railroad tracks, creating a gridiron pattern. This historic gridiron town layout, being a railroad oriented plan, typically was focused on the passenger depot location for the alignment of Main Street, which became the central business corridor. During this time Frisco's Main Street housed a post office, The Journal newspaper, a gin and flour mill, a livery stable, churches, a grain company, and a schoolhouse. Merchants and their families who moved from nearby areas to take advantage of the new rail trade brought by the direct link between Dallas/Fort Worth and Tulsa, Oklahoma (with some trade going as far north as Kansas City) soon inhabited Frisco. As



Early 1900s



Frisco Main Street 1913



Main Street 1920

All images from: *The History of Frisco 1902-1976* published by the Frisco Bicentennial Society

Frisco developed and then stabilized in this form, the historic townscape was essentially fixed, reflecting the first half of the twentieth century.

Frisco lies on the fringes of the "Grand Prairie", one of the most fertile farming areas in the Central United States. The fertile soil and underlying hardpan, which retained water, proved ideal for an agriculture community. Frisco as part of the Grand Prairie soon became a major center of grain and cotton production. In addition, great quantities of livestock, poultry and farm products were shipped annually through the town. From early settlement until well into the 1900s, cotton was the principal cash crop in Frisco and throughout north Texas. Old historic photographs show hundreds of bales of cotton, ready for shipment, lined up by the depot awaiting delivery.

The activity in the downtown area concentrated between the railroad tracks and North County Road where Main Street dead-ended. This area was a transportation center for the downtown because of the railroad. The depot, built at the turn of the century when the railroad came through town, was the focal point for all transportation and shipping. The blocks between 2nd and 5th Streets became the core retail business area with buildings fronted on Main Street on both sides. As the agricultural prosperity flourished in Frisco, local traders began to beat a common path between Dallas and Frisco. These trips were a full day by buggy and soon hotels were constructed to meet this business and travel demand. In 1921, spurred by continued commercial activity, Frisco began constructing more permanent roads. The Dallas Pike, completed in 1922, was a road with nine one-way bridges and six right angle turns that served Frisco as a link to Dallas. With this development Frisco became a hub of activity on the map.

3. DOWNTURN OF EVENTS

Overall in Frisco, the years from 1900, when Frisco was first settled to 1922, proved to be by far the most significant period of prosperity for both merchants and citizens. It was a great time of abundance and thriving community development. Unfortunately, this time of prosperity came to an abrupt end in 1922 when a devastating fire destroyed all non-masonry buildings within the downtown area. A fire that started in the back of a building on the south side of Main Street between 4th and 5th Streets destroyed almost all of the downtown businesses, leaving only the brick shells of buildings to stand as a reminder of the past. Although development was quick to rebuild the downtown core, the town never reached the prosperous stage it had held prior to the fire.

A few years after the 1922 fire, when the town had just reestablished itself, the 1929 Depression hit Frisco. No crops or livestock were sold and a town, which once thrived off agricultural trade, was now faced with keeping all its agricultural



Cotton Yard 1916



School 1912



1st Bank, circa 1902



Frisco Journal Office 1915

All images from: *The History of Frisco 1902-1976* published by the Frisco Bicentennial Society

commodities for its own self-sustainability. When the Depression eventually wore off with President Roosevelt's new programs, Frisco began rocking its streets, installing a sewer system and constructing a new high school. By 1935, Frisco was somewhat stabilized again and on the road to complete recovery. However as luck would have it, Frisco experienced one more fire in the 1940s that destroyed the original lumberyard, a home and the Methodist church, slowing the climb back to prosperity. The town never really began to prosper again until roads were improved in 1956. This was the year when the State constructed Highway 24, a paved road to McKinney, giving Frisco and the surrounding area a boost in agricultural trade, which had for so long been the sustaining force for the town.

Frisco has remained a rural farming community until very recently when the construction industry began to boom in the area. Whereas Frisco was originally settled because of the proximity to the railroad, now citizens are drawn to Frisco because of its proximity to major thoroughfares such as the Dallas North Tollway, Preston Road and State Highway 121. Trains still transport materials and trade through the town, however passenger trains have not traveled through the town since the late 1960s.

The City of Frisco has evolved into the fastest growing city in Texas (North Texas Council of Governments) and is the second fastest growing city in the country (among cities with populations between 10 – 50,000 - US Census). The current population of the city is 48,673 people as of January 1, 2002 (Frisco Planning Department), while in 1990, the population was 6,138 – that's nearly 400% growth rate over twelve years.



1923 Frisco Fire Truck



Ruins from the Big Fire of 1922



the Foncine Store east of Frisco



Frisco now

All images from: *The History of Frisco 1902-1976* published by the Frisco Bicentennial Society

III. ORIGINAL TOWN COMMERCIAL (OTC) STANDARDS

I. OVERVIEW

The OTC District was established to preserve areas of primarily commercial character within the downtown area. Due to the historic nature of this area, the district seeks to enhance and protect the commercial core of the downtown while providing the framework for infill opportunities and encouraging renovation of existing structures. Our objective is to create a classic American “Main Street” feel within the OTC. Primary characteristics are consistent building streetwalls with minimal setbacks, pedestrian-scale, mixed uses, and around-the-clock activity (a variety of users and uses). In order to achieve such attributes, special site planning and building orientation principles should be followed. As such, there are specific requirements to maintain the desired visual environment and quality within the original downtown area.

The Original Town Commercial guidelines are divided into nine sections, which define the intent of these guidelines and establishes the design standards that will direct development:

1. Description of Original Town Commercial
2. Original Town Commercial Goals
3. OTC Zoning Summary
4. Overall Commercial Building Design Concept
5. Character and Massing
6. Exterior Appearance of Buildings
7. Parking
8. Signage and Environmental Graphics
9. Landscape

The Development Guidelines are intended to allow and encourage flexibility and innovation in developing projects within the Original Town Commercial areas. They are to be a tool for the City in reviewing renovation and development plans, as well as, a tool for builders to understand the characteristics and intent of downtown development.



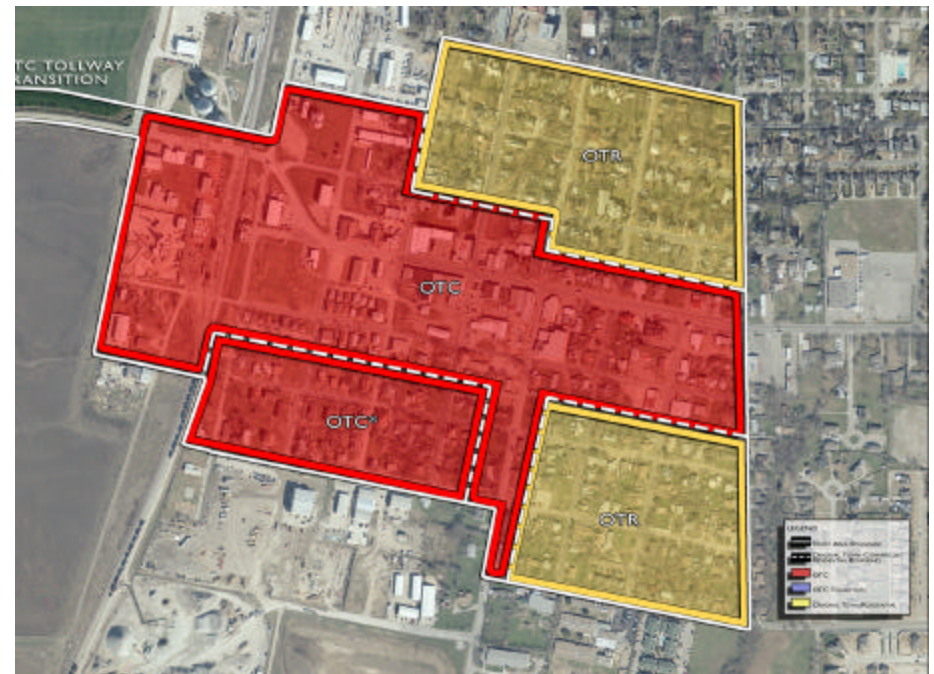
Existing Main Street



Commercial Vision



Commercial Vision



Subdistricts of the Original Town District

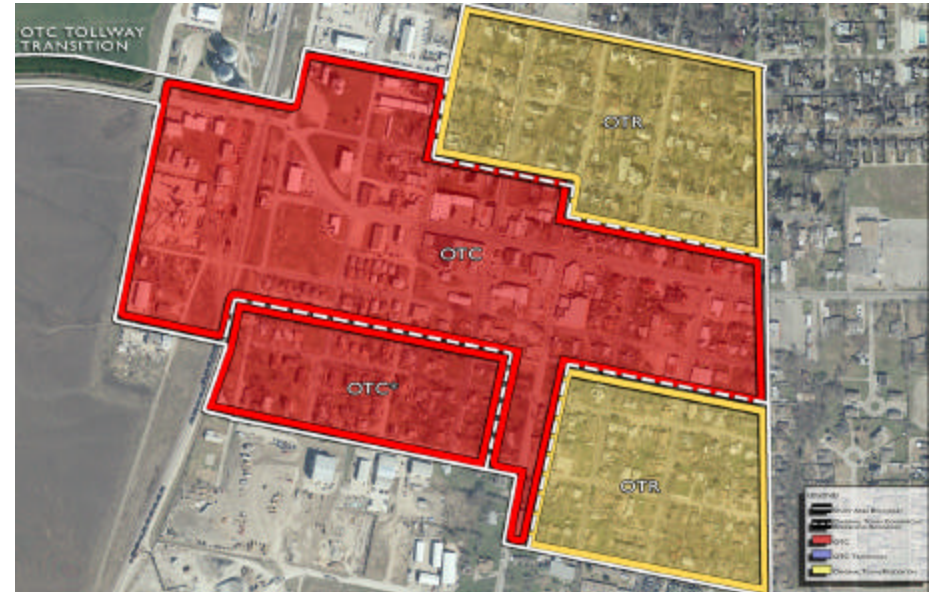
2. DESCRIPTION OF ORIGINAL TOWN COMMERCIAL

The development standards in the OTC District are designed to maintain and encourage development within the commercial section of the original town site commonly referred to as the Old Donation, a recognized subdivision of land. Standards for vehicle parking, building set-backs, and building height are similar to those existing on developed properties in this section of the City; therefore, these standards are only applicable to this section of Frisco.

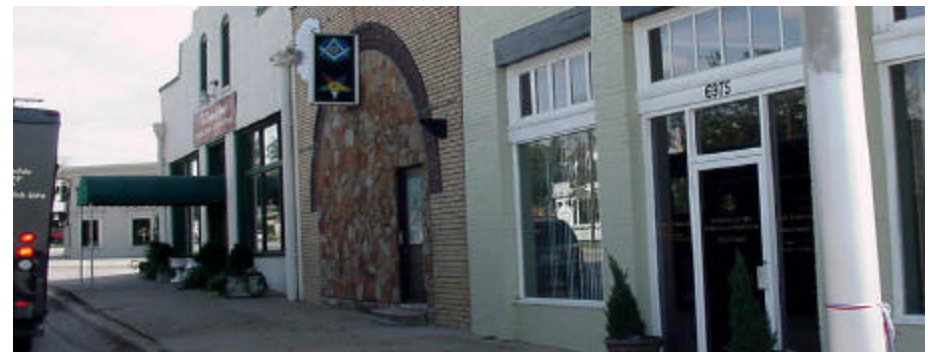
The Original Town Commercial district is characterized by a variety of retail, commercial, and industrial buildings developed over a wide time period. Some buildings have already been renovated to reflect the architectural vernacular of the early 20th century. This includes the City facilities located on Main Street, as well as, some of the businesses located in what were previously residential structures.

The core of the Original Town Commercial District is defined by (See Image): Beginning at North County road to the east, the boundary runs west along the midblock between Elm Street and Pecan Street from north county road to 5th Street excluding the first parcel abutting the eastern side of 5th Street, it then proceeds north to Pecan Street where it runs west to midblock between 4th and 5th Street where it runs south to the midblock between Pecan and Elm Streets. From this point it runs west to 3rd Street. The boundary then runs north to Oak Street where it turns east and runs east to 5th Street. At 5th Street it goes south to the midblock between Oak and Main Street where it turns east and runs back to North County Road.

OTC* is a special area within the district that can incorporate ground floor retail with residential above or be simply residential in character. As such, the area can follow both the OTC and OTR depending on the proposed development (i.e. whether it is retail, mixed use, or residential). This area is defined by the Ash Drive to the south, the rail right of way to the west, the midblock between Elm Street and Pecan Street to the north, and parallels 5th Street to the east excluding the first parcel abutting the western side of 5th Street. This area is characterized by predominantly small and dense shotgun style housing, supposedly originally built for railroad workers. This was historically, the lowest income housing in Frisco. Today, few of the original houses in this area remain having been replaced by predominately rental housing.



Original Town Center - Main Street



Existing commercial in the OTC

3. ORIGINAL TOWN COMMERCIAL GOALS:

1. Create a continuous streetwall with buildings fronting on both sides of the street with zero lot line development maintained along Main Street within the OTC.
2. Building facades should maintain minimum 25' height to provide a sense of enclosure to the street.
3. Anchors should be located at block ends, with inline shops in between at midblock locations.
4. Focus pedestrian traffic along the street in front of shops by locating entries on the street side of buildings.
5. Access from parking areas to retail or residential uses should occur via major street sidewalks; office uses may provide direct pedestrian access from parking areas where necessary.
6. Intersection locations should accommodate larger buildings with tower elements of 30'-40' in height.
7. Corners of buildings can be eroded at key intersections to open up visibility and allow collection areas for pedestrians; cafes and other uses that promote street life are encouraged at these corner locations.
8. Mezzanine and/or second level retail, residential, and/or office is encouraged.



Pedestrian-friendly commercial districts

4. OVERALL COMMERCIAL BUILDING DESIGN CONCEPTS

4.1 Concepts:

Frisco is a place and a community. Architectural character should evoke the image of a classic Texas town. Designs that refer to “period architecture” should be interpreted in a contemporary way. Building groupings should be composed of a series of individual elements that stand on their own, but when combined contribute to a coherent overall sense of place. The buildings and shopfronts are to build on the basic design themes of the Downtown while striving for design creativity and individual expressions.

4.2 Street Level Uses:

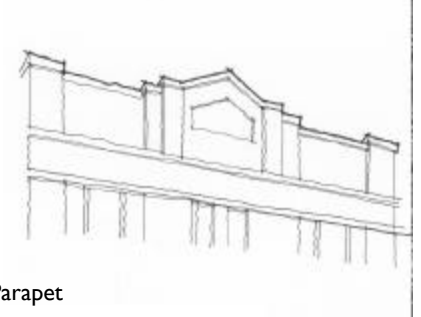
1. Design and leasing of ground floor areas should focus on uses that enhance and enliven the pedestrian experience along Main Street. Retail uses should occur as continuously as possible along the ground plane of Main Street.
2. Main entries to offices, housing, and other second level uses should front onto Main Street to promote street life.
3. Secondary entries oriented toward parking fields other than service entries are discouraged.
4. For non-residential uses at the ground floor, other than basement mechanical storage and parking levels, the finished floor elevation may not be lower than the finished sidewalk grade.

5. CHARACTER AND MASSING

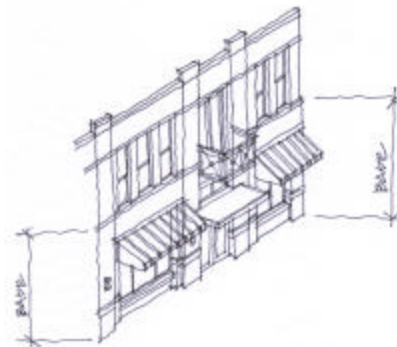
1. Simple yet varied massing promotes a “Main Street” character.
2. Breaking down the massing and scale of larger buildings creates a pedestrian scaled collection of smaller individualized elements that is in keeping with the overall concept.
3. Especially at corners, create a varied skyline with forms (i.e., towers, domes and rotundas).
4. Accentuate important locations, especially entries.
5. Architecture of “mass” that provides deep openings and shadow lines as well as details enhanced by the sun are encouraged.
6. Architecture should enhance the pedestrian experience by providing human-scaled details and amenities.



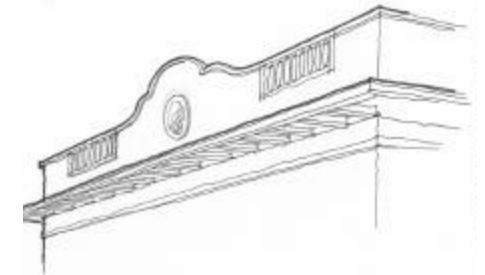
Single-story retail articulated in form and detail



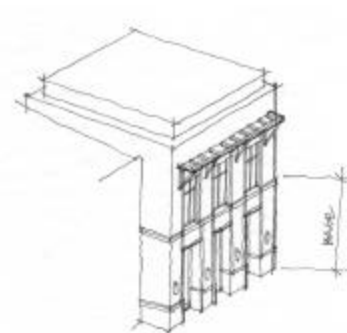
Parapet



Ground floor entry accentuated by awnings and overhangs



Parapet



Ground floor entry accentuated by architecture of “mass”



Roof lines express character and massing

6. EXTERIOR APPEARANCE OF BUILDINGS

6.1 Expression of the Base, Middle, Roof

Architectural massing that strongly defines a base, middle and cap is strongly encouraged. Roof forms should be expressed whenever possible along the pedestrian realm in a visually interesting fashion, avoiding flat, unarticulated expressions. The base and tops of buildings will vary in material and facades must include articulated ground floor levels, minimum 3 foot overhangs at eaves, articulated cornice line, and a stone base.

6.2 Modules

The massing of any facade should generally not exceed 50' maximum (horizontal dimension). Shopfronts should be broken down even further, with massing variations every 30' or less. Use variations to enhance the articulation of building volumes.

6.3 Corner Treatment

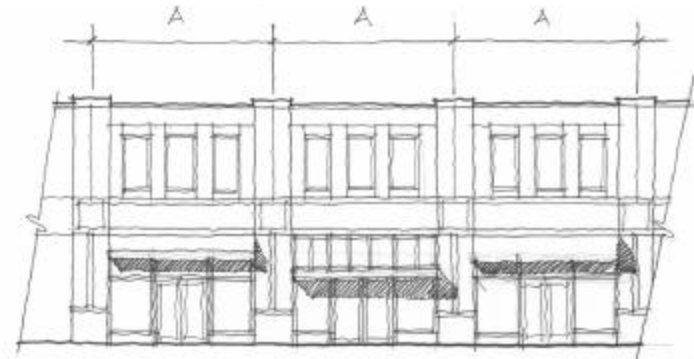
Buildings will reinforce a strong corner condition at street intersections. Angled corner clips (or other building conditions which do not form a protruding corner) are not allowable at street intersections, but may occur up to twice within the block (between street intersections). Buildings will be designed to accommodate City of Frisco required visibility triangles without compromising the corner design. The dominant primary cladding material will transition a minimum of twenty feet (20') around building corners.

6.4 Fenestration

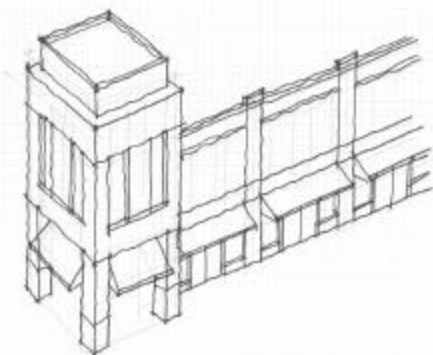
1. Punched-type windows are appropriate. They should be inset a minimum of 9 inches from the face of the building to create deep shadow lines and visual relief.
2. To control glare and reinforce the traditional image of bearing wall architecture, ribbon windows and curtain walls are discouraged.
3. Clear glass is required in all retail storefronts; smoked, reflective, or black glass is prohibited.
4. Use of reflective glazing shall be prohibited on the ground floor
5. Use of reflective glazing on the second level and above are subject to review by the city.



Expression of Base, Middle, and Top



Facade broken down into articulated modules



Strong corner condition

6.5 Awnings and Canopies

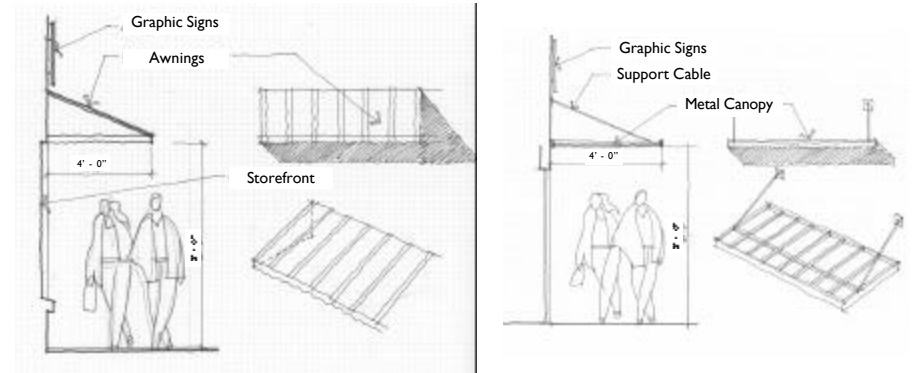
1. Structural awnings are encouraged at the ground level to enhance articulation of the building volumes.
2. The material of awnings and canopies should be architectural materials that compliment the building such as metal flashing and wood trim. Fabric (no vinyl) is allowed on upper levels.
3. Awnings shall not be internally illuminated.
4. Canopies shall not exceed the length of 70' without a break.
5. Awnings shall not extend more than 6' over the sidewalk, or over right-of-way, whichever is closer so they do not interfere with parked cars.
6. Canopies and awnings shall respect street trees and lighting.
7. All awning designs will be approved by the City

6.6 Colors

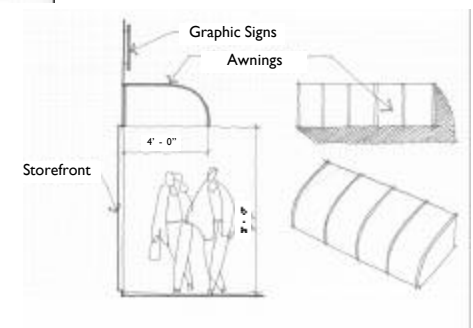
1. Color palette should take cues from the surrounding environment of Frisco, integrating the classic base colors of Texas materials including but not limited to warm earth tones such as tan, ochre, beige, and terra cotta.
2. Roses, pinks, plums and violets should generally be avoided.
3. Vibrant accents may be used in limited quantities at appropriate locations. Accents are to be of high quality materials and are used to promote a vibrant street life in a manner compatible with the "civic" nature of the street.

6.7 Materials

1. Primary building material shall be clay fired brick.
2. High quality materials such as terra cotta, natural stones, clay fired units, or other approved masonry materials are encouraged for architectural details and accents whenever appropriate. A stronger use of details and materials is suggested at entries and the ground floor along Main Street.
3. A high quality durable base material, such as terra cotta, natural stone, cast stone, clay fired tile, or other approved masonry materials is suggested for building facades abutting the sidewalk along Main Street. The base should be a minimum of 18" in height and appropriately proportioned and detailed for the facade of the building.
4. Roof tiles should be of high quality. Different shapes and finishes of tiles that promote variety and individuality to buildings within an overall compatible palette of materials are encouraged.



Appropriate Awnings and Canopies



Color palette integrates classic base colors of Texas materials

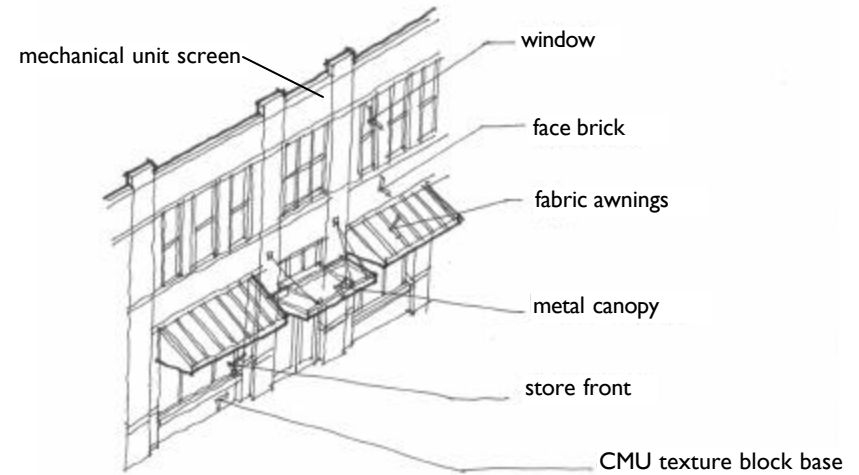
6.8 Details

1. Large expanses of flat exterior cement plaster walls along Main Street are not desirable. Where large amounts of mass are required, the mass should be broken down by changes in plane, reveals or decorative details.. The following accent features add detail and are encouraged:

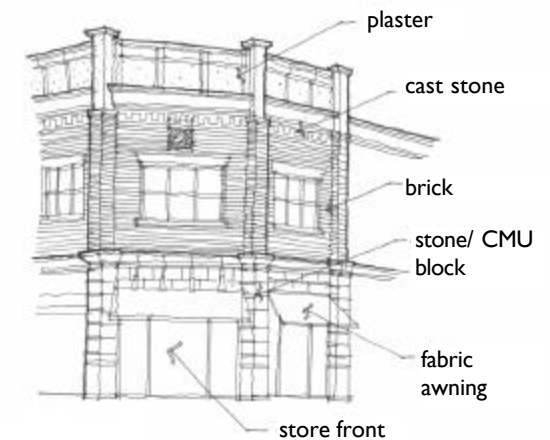
overhangs	cornices	string courses
peaked roof forms	arches	window sills
outdoor patios	lintels	pilasters
rustication		
canopies, awnings or porticos		
architectural details (i.e. tile work and moldings)		
integrated planters or wing walls with landscape and sitting areas		

6.9 Screening of Mechanical Units and Service Areas

1. All mechanical units and service areas should be screened from public view. This may include: air conditioners, transformers, trash collection equipment, off-street loading areas, etc.
2. When roof decks with mechanical units are visible from adjacent developments, they should be as unobtrusive as possible and painted to match finish roof material.
3. Trash collection areas, loading and service areas must be incorporated into the building envelope or by a masonry wall at least 6' high, or one foot (1') higher than the container it screens (whichever is higher). (See City Requirements)
4. Landscaping of screen walls is preferred. These walls will have a base planting of evergreen material that is a minimum of 3' high at the time of installation.
5. All screening will be complementary to the building served in material and landscaping approach through the use of a similar material palette.



Building mass broken down by architectural details



7. PARKING

7.1 Surface Parking

1. All surface parking lots shall be paved per city standards (see Appendix C).
2. Parking lots will not front Main Street.
3. Parking will be integrated in the OTC behind buildings where possible through the use of similar landscaping and building materials.
4. Consistent repetitive placement of streetscape elements, i.e. trees, will be placed every 10 parking spaces on surface parking lots.
5. Parking areas will be separated from buildings by a raised walkway and landscaped area to bridge the gap between buildings. Situations where parking spaces directly abut structures are discouraged unless no alternative exists.
6. Off street parking aisles will be oriented perpendicular to buildings so that pedestrians walk parallel to moving cars and/or provide separate distinct pedestrian walkways.
7. The alignment of travel lanes within parking lots in long straight configurations that facilitate speeding is discouraged. Use of traffic calming elements is encouraged.
8. Shared parking is allowable as approved by the City to reduce the total number of parking spaces within the development and to capitalize on off-peak parking synergies.
9. If a parking lot fronts Main Street, a soft screen shall be utilized to screen the area from the street, as well as, bridge the disconnect between buildings. If a wall is built, it must be compatible with the adjacent architecture.

7.2 On-Street Parking

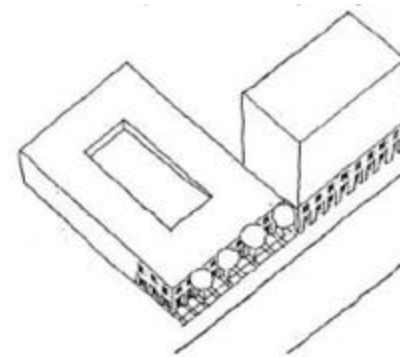
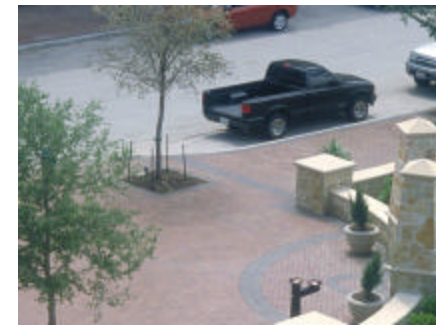
1. The street curbs will neck down at intersections where on-street parking occurs.

7.3 Parking Structures

The incorporation of parking structures in a development is encouraged in order to minimize site coverage, however, the location of structures shall not negatively impact the development, adjacent properties, or the visual corridors of the street.

1. The appearance of parking structures, whether freestanding or attached, should relate architecturally to the building they serve, and contribute positively to the character of the development.
2. Convenient, weather-protected pedestrian connections between parking structures and main buildings, and at pick-up points shall be provided.
3. The general architectural criteria shall apply to all parking structures from the street view; specifically with regard to mass, scale, and materials.

Parking and Screening of Lots / Structures



Integrated Parking Structure

8. SIGNAGE AND ENVIRONMENTAL GRAPHICS

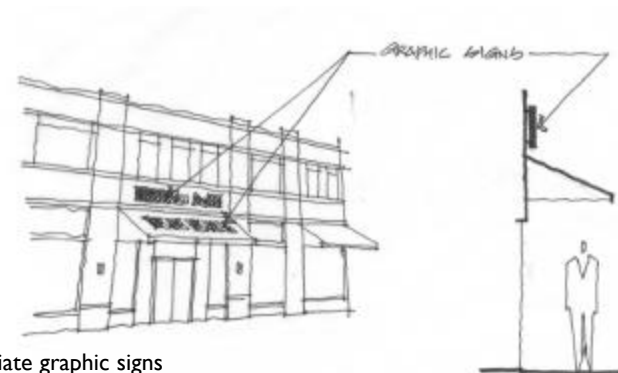
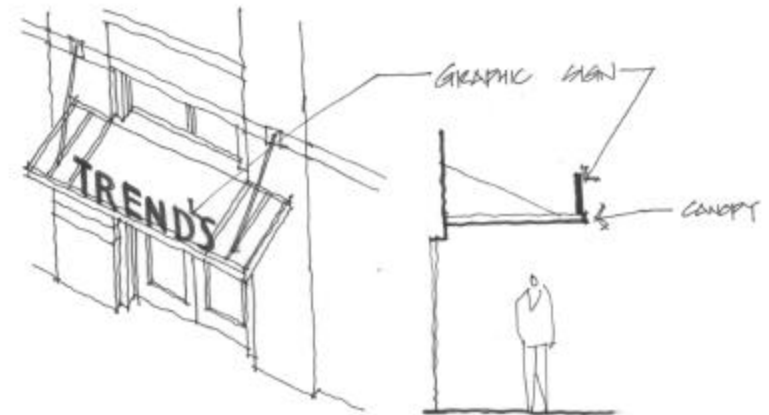
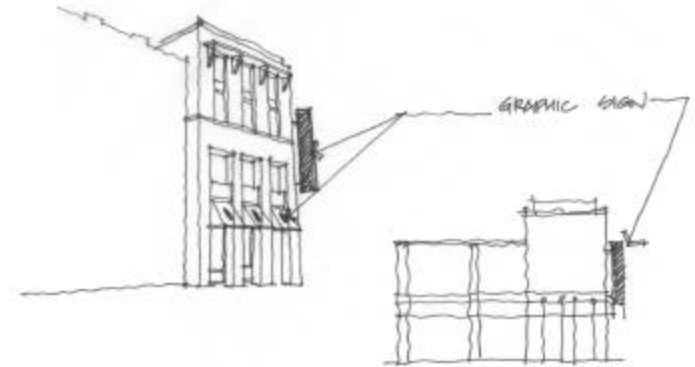
The purpose of the signage criteria is to ensure that tenants, residents, and visitors can quickly and easily make their way through the OTC and related development. As this area is unique and diverse, signage should be designed appropriately to contribute to the overall identity and wayfinding system.

8.1 Style of Signs

1. Signage and environmental graphics should be conceived as an integral part of the buildings architectural design, not applied as an afterthought.
2. Colors, materials, sizes, shapes and lighting of signs should be compatible with the architecture of the building, the business it identifies, and the character of the surrounding area.
3. Lettering should be simple, legible, and well proportioned for clear communication.
4. Sign shapes should be simple and straightforward to communicate well. Signs as symbols are encouraged because they are easily read and add to the vitality of a storefront.
5. The light levels of a sign should not block views of other signs on the street or the facades of nearby buildings.
6. Sign materials should be durable and easy to maintain. - see signage ordinance
7. All submitted building elevations should show proposed signage and environmental graphics.

8.2 Sign Placement

1. Signs on commercial buildings should fit within existing features of the building's facade.
2. Sign location should not detract from or hide significant architectural details of the building.
3. The number of signs should be limited to avoid clutter.
4. Wall and window signs should be placed only near or within the first story window area of a building.
5. Any signs identifying a particular district should be located near intersection entry points.



Appropriate graphic signs

9. STREETSCAPE

The OTC streetscape is urban in character with a density of pedestrian traffic. Therefore, plantings of shade trees, ornamental trees, shrubs, evergreen groundcovers, vines, and seasonal color set in paved surfaces are appropriate for front yard development. Plantings will promote entrance demarcation and pedestrian interest. Flexibility from the developer will be allowed as long as the intent of these guidelines is respected.

9.1 Gateways and Entries

Gateway markers may be used to define a commercial district. They are recommended only where a coordinated district plan includes markers as an important element to be unified with the overall district design.

The site and surrounding elements of markers are important. Lighting, planting and signs related to the markers should be carefully designed to reinforce the gateway. The design of the markers should be coordinated with the materials and details of other elements in the district and should embody the characteristics that identify the area.

1. Scale and proportion are critical to the design of the gateway. The scale of the markers should relate to street width and the size of buildings nearby and must be effective at the pedestrian and vehicular scale, meaning they must be attractive and interesting from the street and the sidewalk.
2. Entry markers must not interfere with driver sight-lines at corners.
3. Some districts may have a primary gateway and secondary points of entry. A hierarchy of gateways should be developed if secondary entries are to receive markers.

9.2 Pavement

9.2.1 Sidewalks

Sidewalks give pedestrians access along streets. Sidewalks in the OTC should be detached from the curb. This provides room for street trees close to the curb.

Concrete is the preferred material, although interlocking concrete unit paving, flagstone and brick paving may be acceptable upon review by building official and city engineer. Special paving in tree lawns is recommended where pedestrian use is heavy and tree lawns cannot support turf or ground covers.

Paving is the best way to unify the street. Over-designed patterns may become chaotic or dated. Pattern and color should be subdued and avoid sharp contrasts with surrounding paving. Patterns should relate to the size and shape



Gateway within a commercial district



Entry monuments



Entry marker / plaque



Paving Material



Paving Material

of the space and should create a sense of order in the placement of other street furnishings and plant materials.

1. Maintain a clear unobstructed pedestrian path. 10 feet width is desired, but as little as 5 feet may be allowed in constrained locations.
2. Detached sidewalks should include tree gates surrounded by a hard surface of pavers or concrete.

9.2.2 Curb Ramp and Curb Cuts

The construction and reconstruction of all sidewalks in the OTC should include curb ramps at all intersection corners to enable the safe and convenient movement of all pedestrians. Curb ramps should align with curb ramp locations across the street. Ramps located at the 45 degree point of the curve are the least desirable because of the potential danger to pedestrians and bicyclists.

Curb ramps are required anywhere the sidewalk crosses a curb. Trough-type ramps are recommended.

9.2.3 Crosswalk Pavements

Crosswalks are generally painted at signalized intersections in most areas of the city. In commercial areas the crosswalk materials and pattern can be an important unifying feature of the district.

Within the OTC it is important to treat each street intersection the same in terms of size of curb radius, location and type of curb ramps, signage location and paving within crosswalks. Crosswalk pavement shall contrast with the adjacent street pavement through color or texture. Drivers need to know where to stop or look for pedestrians and pedestrians need to know where they can rely on crossing the street safely.

Even if the crosswalk is distinguished in terms of color and texture, it is still necessary to install “stop bars” using painted or thermoplastic street marking material.

9.2.4 Splash Strips

Splash strips are typically a 12 to 18 inch wide paving along the back of the curb. They protect the median or tree lawn landscaping from sand used on the roadway. They are most appropriate where streets have no parking lane and heavy auto traffic occurs adjacent to the curb. They should be installed in continuous sections for a uniform appearance and performance.



Curb Cuts and Ramps



Crosswalks



9.3 Paving Standards

9.3.1 Sidewalk Paving

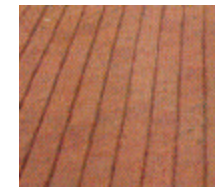
1. Concrete including plain grey, integral colored concrete and special finishes is acceptable (excluding stamped concrete, seeded concrete or epoxy concrete). Concrete should be a minimum of 4 inches thick, meeting industry standards for concrete mix, finishing, curing and sealing.
2. Care should be taken when using integral pigmented colored concrete. Select subdued and earthtone colors which will complement natural materials. Rich or bright colors will draw more attention than desired.
3. Use only paving bricks specifically designed for sidewalk use according to industry standards. Brick pavers must be set on a concrete slab with mortar joints and not on a sand base.
4. Interlocking concrete pavers, are a durable choice. Set on a sand base with tight sand joints according to manufacturers recommendations.
5. Flagstone pavers are recommended in historic areas where they originally existed. Installation may be on a sand base with sand joints or on a concrete base with mortar joints.
6. Precast concrete pavers may be installed using finish and color guidelines as discussed under concrete pavement above. These pavers must be installed a concrete slab with mortar joints.
7. Once installed, all pedestrian walks must be safe for pedestrians with no gaps or joints larger than 1/4 inch.

9.3.2 Crosswalk Paving

1. Painted lines on the street are the most inexpensive solution and are the most visible marking.
2. Concrete paving can be used as a contrasting material in asphalt streets but it must be augmented by painted or thermoplastic stop bars. Stamped concrete is prohibited for crosswalk.
3. Unit pavers and brick pavers can be used with cautions. They are expensive, the contrast between pavers and asphalt may not be sufficient and painted stop bars are a necessary minimum.

9.3.3 Paving Not Allowed

1. Stamped concrete is not permitted on sidewalks or elsewhere in public right-of-way because of appearance, difficulty of snow removal, poor durability and future repair difficulties. Patterned paving in tree lawns is not recommended because it visually calls attention to an area that should not be a focus.
2. Seeded concrete and epoxy concrete are not acceptable because of appearance, poor durability and future maintenance problems.



Allowable Paving

3. Any glazed product or smooth, slippery surface product should not be used in pedestrian traffic areas for pedestrian safety.
4. Any thin set material should not be used because of future maintenance problems.
5. Any clay brick product other than paving brick should not be used because it may be difficult to maintain and the product's resistance to freeze-thaw damage may not be adequate.
6. Any material that is so textured or patterned that it may cause a tripping hazard, should not be used.

9.4 Street Furnishings

Street furnishings such as seating, newspaper racks, bicycle racks, bollards, and trash receptacles are important functional elements and amenities, especially in the commercial streetscape. They should be attractive and unified within any given district.

Maintenance, safety and comfort are primary considerations in the design and placement of street furnishings. All furnishings placed in the right-of-way should be of high quality, designed for outdoor use and require minimum maintenance.

In general, street furnishings should be located at least 2 1/2 feet from the curb face where on-street parking occurs, and 3 1/2 feet where travel lanes adjoin the curb.

9.4.1 Seating

Seating may be provided when space allows for a clear pedestrian walking zone and separate seating areas. Seating expands opportunities for people to use the street, especially in commercial streetscapes. Seating may be provided by benches, planter walls, edges, steps, or moveable chairs.

1. Seating surfaces should be 16 to 18 inches high and should have a minimum depth of 16 inches for seats without backs, 14 inches for seats with backs.
2. Walls, ledges and steps that are available for seating should be between 12 and 20 inches high and 16 inches wide wherever possible. Walls used for seating on both sides should be a minimum of 30 inches wide.
3. Seating should be durable and comfortable. Avoid sharp edges and poorly designed or fabricated furniture. Metal is the preferred material.
4. Seating design should complement the style of the surrounding architecture and other furnishings.
5. Except for moveable chairs, seating should be secured permanently to paved surfaces for safety and to avoid vandalism.



Allowable Crosswalk Paving

Appropriate Seating similar to:



manufacturer: Victor Stanley
product: Goblet Series
model: FR-7 with Center Leg
size: 4', 6', 8'
color/finish: mahogany and powder-coated metal



manufacturer: Canterbury International
product: Expo Bench
size: 4', 6', 8'
color/finish: wood, metal

6. Seating should not interfere with plant materials or pedestrian circulation and should be placed for psychological comfort.
7. Comfortable seating should provide a sense of having protection from behind and something interesting to look at such as shopfronts or other pedestrians.
8. Seating adjacent to where bicycling is permitted on sidewalks or other bike paths must have a minimum 3 foot clearance from the bicycle path. These areas should not be provided on the street where possible.

9.4.2. Tree Grates

Tree grates are an attractive way to protect trees planted in paved areas. Other options such as modular blocks, brick pavers, flagstone (in historic areas) and ground covers may be used.

Tree grates are the recommended method for tree planting in paved areas.

1. Open tree grates should be at least 5 feet by 5 feet with openings no more than 1/4 inch in width. The size and shape of tree grates should relate to the paving pattern. They should be designed to allow for tree trunk growth, constructed of ductile iron, and unpainted or painted a dark color with a durable, factory applied finish.
2. Irrigation systems within grates are preferred but dry wells may be allowed with written maintenance agreements from the owners. The irrigation system should be on a zone separate from all other landscape zones.
3. If string lights are anticipated in the trees, electrical outlets should be provided in the tree grate area. If uplighting is desired, select a tree grate manufactured to support the light. (See Lighting Standards, Article IV 6-1)
4. Tree wells must drain into storm sewer in order to avoid damage because of existing non-porous clay soil.

9.4.3 Bicycle Racks

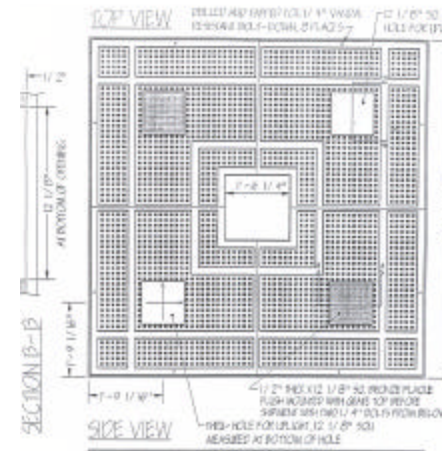
Bicycle racks should be provided within commercial streetscapes to encourage bicycle use.

1. Avoid placing bicycle racks in areas where they may endanger the safety of pedestrians or cyclists.
2. Select racks that are permanently mounted structures, designed in a simple style, and easy to use. The rack must allow both the frame and at least one wheel to be locked. Racks that allow for the locking of only one wheel are not acceptable.



manufacturer: Landscape Forms
product: Plainwell
size: 72" or 96" length
color/finish: wood, metal

Appropriate Tree Grates similar to:



manufacturer: Urban Accessories
product: Tree Grates
model: BOSTON 8'
size: 8' x 8'
color/finish: cast iron



manufacturer: Ironsmith
product: Sunrise
size: 5' x 5'
color/finish: cast iron

- Place bicycle racks where they are near entrances of gathering places. Avoid placement that creates a tripping hazard. If possible, place the racks where the parked bicycles will be visible from inside the adjacent building. Ideally, bicycle parking should be more convenient than automobile parking.

9.4.4 Bollards

Bollards are generally used to create a low barrier that separates auto and pedestrian traffic, highlight and protect a special feature, emphasize the historical character of the area or direct circulation patterns.

Select a bollard design that is architecturally and aesthetically appropriate to the area and other streetscape elements. Bollards can be used to provide low-level lighting to pedestrian paths.

- Bollards should be between 28 and 42 inches high
- Bollards should be set 2 1/2 feet minimum clearance from curb face.
- Clearance between bollards or between bollard and any other structure or pole must be at least 36 inches. Clearance must be at least 60 inches where there is clearly one primary path.
- Bollards may be chained or cabled together if provided with attachments as an integral part of the design.
- Standard pipe filled with concrete is not acceptable in pedestrian locations.
- Utilize removable bollards where service vehicles need periodic access.

9.4.5 Clocks

Clocks are intended to display time for pedestrian and vehicular use, in addition to serving as a punctuation point for the area. Clocks should relate architecturally to surrounding buildings and furnishings.

9.4.6 Kiosks

Kiosks are intended to serve as informational points, to direct pedestrian traffic and to organize outdoor spaces. They should be used sparingly and only when needed to impart community information.

Kiosks should be carefully positioned in conjunction with other elements of street furniture such as benches, lighting, and landscaping. They should be focal points in open areas, and may be combined with other elements like business directories, telephones, mailboxes and newspaper racks. The design should be compatible with and complementary to the surrounding architecture and other furnishings.

Appropriate Bike Racks similar to:



manufacturer: Dero
product: Hoop Rack
size: 20" wide x 34" high
color/finish: steel



manufacturer: Canterbury International
product: Bicycle / Moped Rack
size: 25 1/2" high
color/finish: steel, powder coated black



manufacturer: Canterbury International
product: Rook Bollard
size: 6" diameter and 36" high
or 9" diameter and 48" high
color/finish: cast aluminum, black



manufacturer: Neri
product: 2989.000 permanent installation
color/finish: cast aluminum



Verona Clock



Verona Clock
& Escalier IIII

manufacturer: Canterbury International
product: Verona Clock Model III, IIII
size: III: 9' -6" high with 20" diameter twin dials
IIII: 10'-2 1/2" high with 20" diameter twin dials
color/finish: cast iron post, quartz movement

1. Kiosks should facilitate the posting of notices and their removal and cleaning.
2. Kiosks should be easily accessible from all sides and adequately illuminated.
3. Kiosks should be designed so they are easy to maintain.

9.4.7 Trash Receptacles

Trash Receptacles should be easily accessible for pedestrians and trash collection. Their design should relate to other site furnishings as well as building architecture. They must be carefully placed to be unobtrusive yet effective. On paths where bicycling is permitted, maintain a 3 foot setback from the edge of bike path.

Trash receptacles should be designed to fit anticipated use and frequency of maintenance. They should be firmly attached to paving to avoid vandalism. Covered tops and sealed bottoms should be included to keep the contents dry and out of sight at all times.

Trash receptacles should be designed in two pieces. The inner container should ensure easy trash pickup and removal and an outer shell should blend aesthetically with the other streetscape elements. They should be conveniently placed near benches, bus tops and other activity nodes, and arranged with other streetscape elements into functional compositions. They should not be placed directly adjacent to benches.

9.4.8 Fountains

A fountain provides moving water that masks noise, as well as cools and humidifies the air, increasing comfort and beauty in a space. Fountains can also be used to define space or provide an interesting focal point. They can be provided for on-site

1. The rim around the fountain or pool should be between 12 and 20 inches in height and 16 inches in width if used for seating.
2. Fountain design should respond to wind direction, building location, pedestrian circulation, potential ice build-up in winter and the appearance of the fountain and its basin when not operating.
3. Fountains should include a recirculating pump for conservation purposes.
4. Maintenance is crucial to the success of all fountains. The owner should be committed to maintenance prior to beginning design.



Kiosks



Kiosks



manufacturer: Forms and Surfaces / Site Forms

product: Urban Renaissance Receptacle

model: LURB36 top entry

fire-retardant liner

weep hole and padlock eyelet

size: 36 gallon

color/finish: black semi-gloss



manufacturer: Canterbury International

product: Bowery

size: 22-1/2" diameter

39-1/2" high

40 gallons

color/finish: stainless steel or powder coated black

9.4.9 Newspaper Racks

Appropriately designed newspaper racks should serve the public without compromising pedestrian circulation and the appearance of the street.

1. Cluster newspaper racks together wherever possible. Screening should also be considered to minimize views of the racks from the street. Arrange racks with other elements to create an organized streetscape.
2. Racks should be painted a neutral background color so that they do not stand out.
3. Racks should be placed at least 2 1/2 feet from the curb face making sure that there is adequate width on the sidewalk between racks and adjacent buildings. If possible, place racks against the building wall and leave the rest of the sidewalk clear for pedestrians.
4. Racks should be placed as close as possible to pedestrian activity nodes. They shall not be located where they will obstruct the view of drivers at intersections or block views of business displays or signs.

9.4.10 Mailboxes

Mailboxes are placed by the U.S. Postal Service. Their location should be coordinated with the Postal Service during design to minimize clutter.

9.4.11 Miscellaneous Street Uses

Uses such as street vendors, shoe shine stands, etc. are encouraged in order to activate and enliven the street.

9.4.12 Utility boxes, Meters and Manholes

Coordinate the location of all proposed utility boxes and meters, including irrigation controls, with the proposed locations of site furnishings, trees, signs and lighting. Boxes and meters should be located 2 1/2 feet from the curb face and should not interfere with pedestrian movement.

There are several kinds of utility cabinets that may need to be accommodated, including cabinets for electric meters, water meters, water/irrigation controllers, backflow preventers, traffic signal switching equipment and transformers.

1. Utilities should not be located under walkways or where they might interfere with or preclude street trees.
2. Traffic signal switching gear cabinets are of a standard design. They must be located near the signals they control, with care not to block pedestrian access at the street corner.
3. Electric meters, water meters and irrigation controllers can be handled individually or consolidated into one cabinet. Transformer vaults and



Fountains as landmarks, sound, or interactive play



Mailboxes

switch cabinets are larger and should be located as inconspicuously as possible.

4. Any cabinet must be accessible, with room to swing the doors open and space to get the necessary equipment in position for service. Check with the appropriate utility for specific access requirements.
5. Before finalizing the design of any streetscape improvements, existing overhead and underground utilities should be located and sized with the assistance of the various city departments.
6. These elements should be painted a neutral background color or be integrated into the surrounding area so that they do not stand out.

9.5 **Street Trees**

Trees give many benefits to the city. They supply shade, buffer wind, sun, and help clean the air and reduce glare. Street trees are the most important tool for buffering people from cars. They create a pedestrian space, make the street more comfortable and provide beauty year-round. Without street trees, pedestrians are exposed to the sun and the car with little sense of comfort.

On commercial streets, trees are the most significant element that make streets attractive to shoppers. Without street trees, shoppers feel the heat, glare, dust and pollution of the roadway. With them, the harshness of a paved environment is alleviated and pedestrians can enjoy shade, beauty, and amenity that is essential to a pleasant shopping experience. A formal, repetitive use of trees is recommended to unify districts and create a continuous pedestrian scale suited to storefronts.

Design for street trees should respond to the uses on the street. In most areas, the same species should be planted on a block. Different species with similar characteristics, such as form and color may be alternated in a regular pattern to avoid over-use of one species. The loss of numerous trees in any city due to diseases such as Dutch Elm reflects the danger of extensive planting of a single species.

9.5.1 **General Tree Guidelines**

Many factors affect design in commercial streets, including the volume of pedestrians, the size and orientation of sidewalks, the distance from trees to buildings, the visibility of facade and signs, and the speed and volume of vehicles.

1. Trees should have the same characteristics on both sides of the street. If mixing species, alternate them in a regular pattern.
2. Plant only one species where an area is to be unified. Avoid random changes in species.
3. Select trees that will fit when they are mature. Narrow areas suggest a narrow tree and open areas suggest a wide one.



Street trees alternate with pole location



Street Trees and Planting Locations

4. Where tree lawns do not exist, tree grates or pavers are recommended to protect tree roots and pedestrians. Ground covers may be considered in low traffic volume areas.
5. Use tree grates where pedestrian traffic is high.
6. Min. 5" Caliper @ installation to provide maturity and canopy definition at outset.
7. Trees encouraged where possible on Main Street. In particular at intersections as a transition to adjacent neighborhoods. Side streets shall be planted with trees 25' on center.
8. Trees shall be planted within parking tree islands on Main Street.

9.5.2 Tree Location

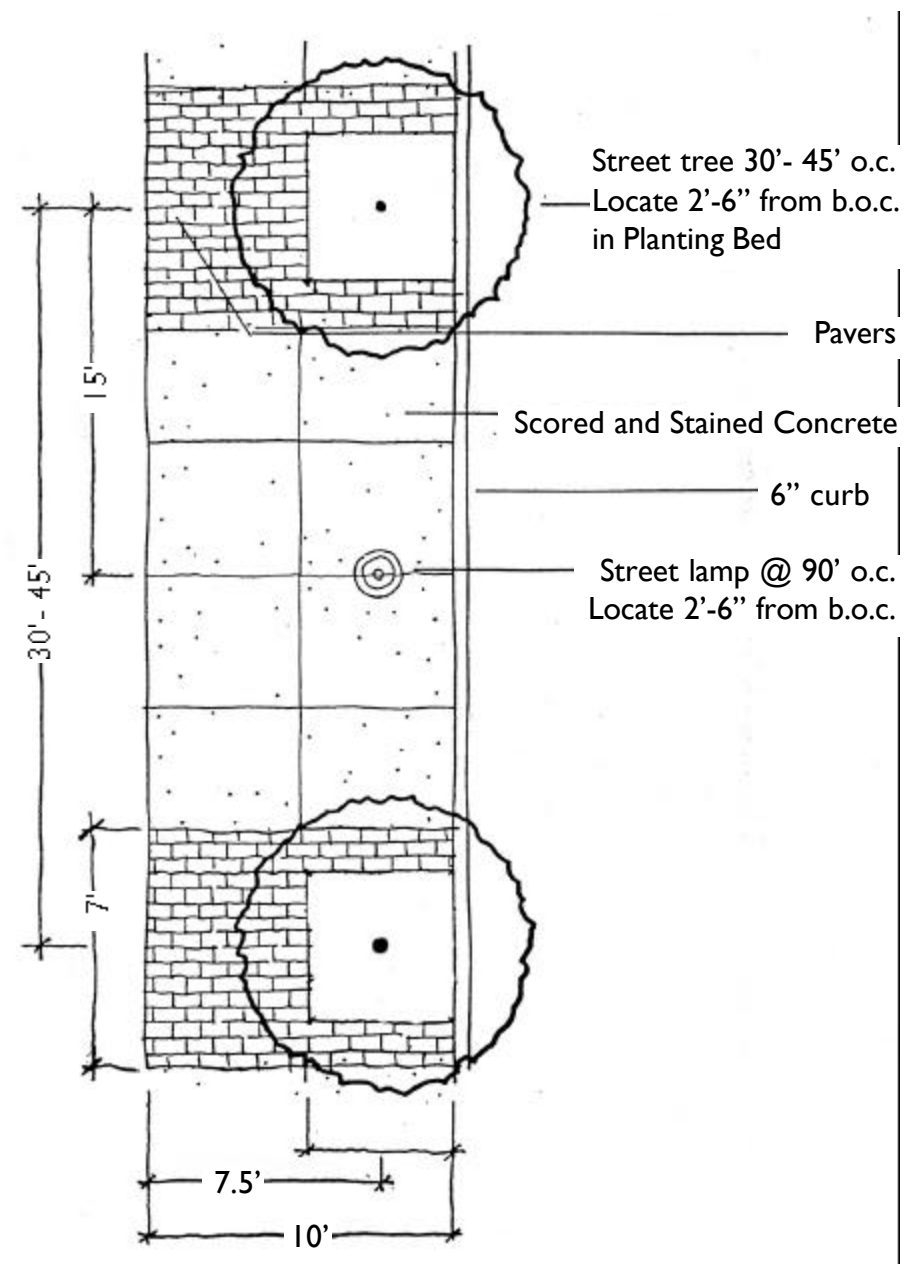
Consider mature tree size before planting so that trees have room to grow. Where signs, lights, overhead or underground utilities, utility poles and fire hydrants would limit mature tree size, adjustments in species or location should be considered to minimize excessive pruning.

1. Plant trees with regular spacing on side streets to create a continuous street edge. Adjust spacing for driveways and lights.
2. Trees must not interfere with visibility.
3. At alleys trees should not be located closer than 10 feet from the projected alley property line.
4. Trees should be located in the center of the tree lawn, 2'-6" from b.o.c.
5. Create a clear walking zone between trees and buildings. For the OTC, 10 feet is minimum. Distances as low as 5 feet may be possible where space is very limited, however few tree species will be appropriate in such a small area. Trees must be placed far enough away from buildings to allow them to grow without excessive pruning.

9.5.3 Tree Size

Trees should be large enough when planted to add substantial shade and to reach a height appropriate to surrounding buildings.

1. Street trees in grates should be 3 inch caliper, minimum, with high branching where pedestrians will be passing beneath the tree canopy. This size is recommended so that adequate branching height is achievable without severe pruning.
2. Trees in tree lawns should be 3 inch caliper, minimum. Note that under the favorable conditions of a tree lawn, this smaller size tree may soon catch up to the growth rate of a larger tree planted in a grate.
3. The branching height of mature trees should be no less than 13 feet 6 inches above the street.

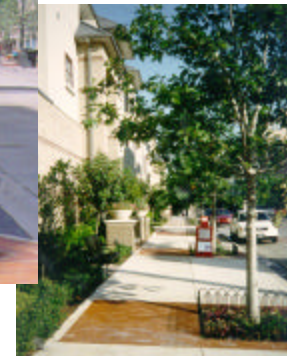


4. The branching height of mature trees should be no less than 8 feet above the sidewalk.
5. Small varieties of thornless and fruitless trees may be used only in median areas or traffic islands where lower branching habit will not interfere with pedestrians, vehicles, or driver visibility.
6. Trees within the special use and small street tree should only be used where power lines overhead would not allow a large street tree to reach maturity without severe pruning.

9.5.4 Tree Selection

All trees should fit the microclimate, soils, sun, moisture, budget and maintenance environment in which they are planted. This is a major concern in areas with high levels of pollution or automobile and pedestrian damage. Trees should be able to endure pollution, compacted soils, minimal water and low maintenance.

1. Trees near walks should be thornless and fruitless to minimize maintenance and to reduce pedestrian hazards. They must be strong wooded, resistant to most diseases and insects, single trunked, with upright growth and a medium to long life expectancy. Branches should resist breaking.
2. Trees and irrigation techniques that require minimal water should be considered. Irrigation must be installed for street trees in all commercial streets. Irrigation must be designed to deliver the appropriate amount of water to each tree with minimum waste. Easily adjustable, automatic irrigation controls are recommended along with bubblers.
3. Along commercial streets, trees should be selected that will minimize the obstruction of views to retail signs. Employ trees with appropriate form and character. Utilize tree spacing which supports this concept.



Street Trees

9.5.5 Recommended Street Trees (See Landscape Requirements IV 2-1)

Frisco's climate and soils limit the variety of species which are recommended for street tree planting. These species best meet the selection and size guidelines for most conditions and are preferred for their dependability, low maintenance and drought resistance. Watering habits and soil conditions significantly affect the root structure.

The following is the approved plant material list for plant materials required in these guidelines. Other species may be utilized with approval from the City.

Large Trees (Shade)

Common Name	Botanical Name
Caddo Maple	<i>Acer barbatum</i> "Caddo"
Pecan	<i>Carya illinoensis</i>
Texas Persimmon	<i>Diospyros virginiana</i>
Texas Ash	<i>Fraxinus texensis</i>
Sweetgum	<i>Liquidambar styraciflua</i>
Chinese Pistachio	<i>Pistacia chinensis</i>
Texas Pistache	<i>Pistacia texana</i>
Bur Oak	<i>Quercus macrocarpa</i>
Chinquapin Oak	<i>Quercus muhlenbergii</i>
Shumard Oak	<i>Quercus shumardi</i>
Texas Red Oak	<i>Quercus shumardi</i> "Texana"
Live Oak	<i>Quercus virginiana</i>
Pond Cypress	<i>Taxodium ascendens</i>
Bald Cypress	<i>Taxodium distichum</i>
Winged Elm	<i>Ulmus alata</i>
Cedar Elm	<i>Ulmus crassifolia</i>
Lacebark Elm	<i>Ulmus parvifolia</i>



Pecan



Bald Cypress



Texas Red Oak



Lacebark Elm



Texas Ash



Eastern Red Cedar

Special Use and Small Street Trees

These small trees should generally not be planted as street trees, however they may be used in medians and neighborhood entry marker plantings. The small street tree should only be used where overhead powerlines along the street edge would not allow a large street tree to reach maturity without severe pruning. The list below notes those trees that are not appropriate for use along the street edge while the others may be used both as special use and small street trees.

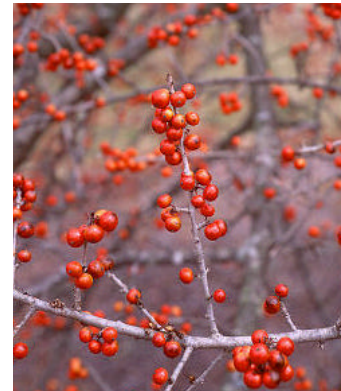
Common Name

River Birch
 Redbud
 Desert Willow
 Possumhaw Holly
 Eastern Palatka Holly
 Foster Holly
 Yaupon Holly
 Eastern Red Cedar
 Brodie Red Cedar
 Golden Raintree
 Crepe Myrtle
 Flowering Crabapple
 Wax Myrtle
 Chinese Photinia
 Afghan (Eldarica) Pine
 Cherry Laurel
 Mexican Plum
 Callery Pear
 Flowering Pear

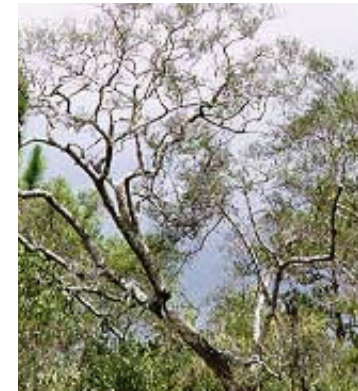
Texas Sophora
 Chaste Tree

Botanical Name

Betula nigra
Cercis canadensis
Chilopsis linearis
Ilex decidua
Ilex opaca
Ilex opaca #1-#5
Ilex vomitoria
Juniperus virginiana
Juniperus virginiana "Brodie"
Koelerutaria paniculata
Lagerstroemia indica
Malis spp.
Myrica cerifera
Photinia serrulata
Pinus eldarica
Prunus caroliniana
Prunus mexicana
Prunus calleryana
Prunus calleryana "Bradford",
 "Capital", "Aristocrat",
 "Chanticleer",
 "Cleveland Select"
Sophora affinis
Vitex agnus-castus



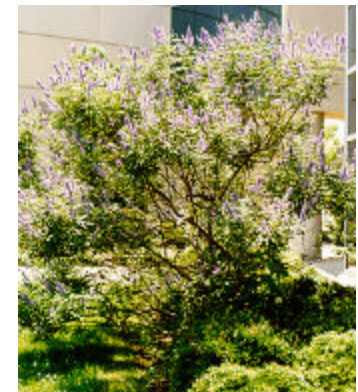
Possumhaw Holly



Yaupon Holly



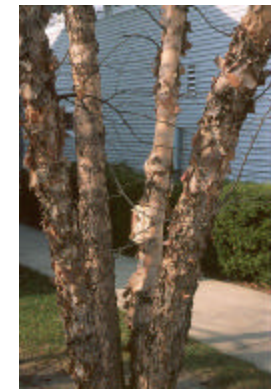
Desert Willow



Chaste Tree



Redbud



River Birch

9.6 Groundcovers, Shrubs, and Flowers

Plantings provide seasonal color, direct circulation and serve as a buffer between people and cars. Although they provide functional and aesthetic benefits, however maintenance is extremely important.

Plantings other than trees in the streetscape may include turf, ground covers or shrubs. This area helps soften the street environment along the street edge. Tree lawns should be planted with sod or low groundcovers (below 6 inches mature height) in commercial areas where pedestrian traffic does not warrant paving. Very narrow tree lawns or those in high traffic areas may be paved with brick, flagstone or concrete pavers and/or colored or scored concrete. However patterned (stamped) concrete is prohibited.

9.7 Planting Pots and Planters

Planting pots provide an added dimension and color to streetscape planting. Although planting pots are not required, they are encouraged to help direct pedestrian traffic, create focal points and provide pedestrian resting areas. Large pots are preferred instead of fixed planter boxes because of potential conflicts with vehicles and maintenance.

Planting pots should be planted with annual flowers or with ground covers. Pots should occupy a surface area of at least four square feet and should not block other elements such as streets, signs, meters, or street lights.

Planters that are to be used for seating should be between 12 and 20 inches in height with a rim of at least 8 inches in width, wider if seating is intended on the edge. Plant materials should not interfere with the seating. Provisions must be made for ensuring adequate watering and drainage. Staining of paving from planter drains should be considered in planter location.



Acceptable Plant Material



Pots and Planters

9.8 Fencing and Railings

Fencing within a commercial streetscape can be provided to enhance a neighborhood characteristic while in residential districts it helps to create a definition of the front yard. Railings may be necessary as a safety feature or as a functional support rail (leaning rail) for people to lean against. Railings and fences can help define the street space.

Fences and railings should have an ornamental character as well as utilitarian function. Where railings or fences in a particular neighborhood or district contribute to the overall image of the area, try to use the same or similar design details to reinforce that character.

1. Fences and railings must not interfere with pedestrian safety by blocking access from the street to the sidewalk.
2. In certain situations a railing is required to protect the public against potentially hazardous grade changes. Pedestrian safety railings at grade changes shall be a minimum of 42 inches high. They must have intermediate rails, balusters, ornamental or patterned infill.
3. Fences and railings should be between 32 inches and 48 inches tall except railings on bike ramps which must be 54 inches tall
4. Where desired, place leaning rails at or near bus stops, places where shoppers are picked up or dropped off, and places where people are likely to stop or wait without necessarily wanting to sit. Leaning rails should be between 27 and 42 inches in height.
5. A 2 to 3 inch high curb places 4 inches in front of a railing will prevent the footrest of wheelchairs or other wheeled vehicles from striking the railing's vertical supports.
6. Railings must be designed to support loads in both the horizontal and vertical directions of 50 pounds per linear foot. Fasten railings securely.

9.9 Walls and Screens

Walls and screens may be included in a streetscape to direct or screen view or to provide changes of grade. The height and material selected should relate to building architecture and the character of the district. Walls and screens can be important in creating continuous sidewalk edge the unifies the street space.



Fences and Rails



Walls and Screens

9.10 Public Art

Public art should capture and reinforce the unique character of a place. It can interpret the community by revealing its culture, history, or fantasy. Art that invites participation and interaction, and that adds local meaning is preferred.

Art should add beauty and interest. It may feature humor, water, seating, and opportunities for children to play. The setting for public art is significant to the experience of the art itself. The place's impact on the art may be as great as the art's impact on the place. The two together enrich the place and make it memorable.

1. When considering placement of freestanding pieces of art or sculpture, avoid locations where it would compete with a storefront or obstruct a pedestrian path, create a traffic hazard, or compete with another sculpture.
2. Murals or bas-relief may be used to enliven otherwise blank walls.
3. Construct public art using durable materials and finishes such as stone or metal.



Public Art

9.11 Lighting

Lighting can play an important role in the character, function and security of a streetscape. Scale, style, lighting effect, cost and maintenance affect fixture selection.

9.11.1 Spacing and Location

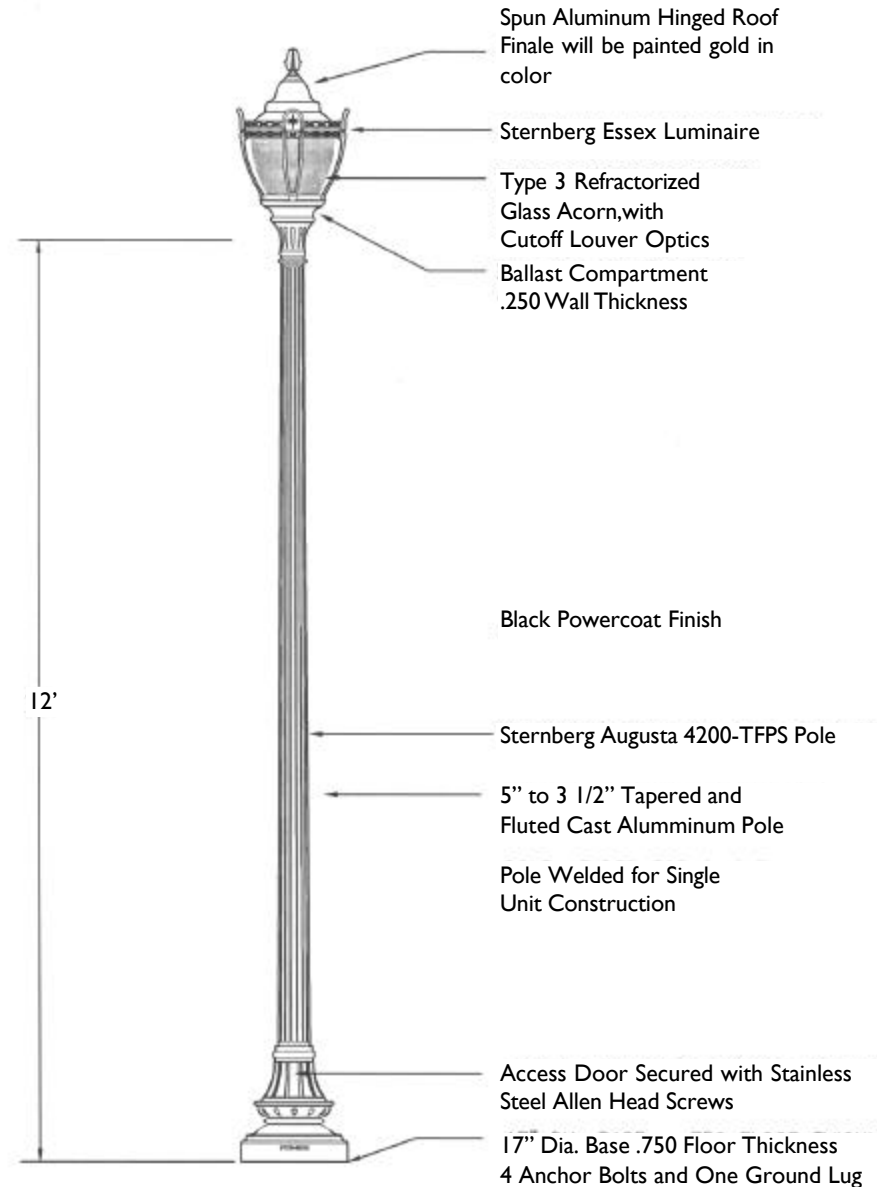
Locate lights as part of an overall system that organizes other street elements such as trees, benches, and paving.

1. Place lights at least 2 1/2 feet from the back of the curb to allow room for car bumpers and door swings. Align with street trees where possible.
2. Place lights at least 5 feet from the edge of the curb transition point nearest the driveway, curb cut or alley and at least 20 feet from the extended flow line of the nearest intersection.
3. Space lights at least 50 feet apart. 60-115 feet is preferable in most cases to provide a pleasing effect and to ensure room for street trees and other furnishings. Closer spacing can also cause uncomfortable glare.
4. Install luminaires a maximum of 14 feet and a minimum of 12 feet above sidewalks to avoid glare into upper windows. Avoid placing lights directly in front of residences to avoid disturbing inhabitants.
5. Lighting Plans must have a photometric plan.

9.11.2 Style and Materials

Select lighting styles to integrate with the architectural or historical character of the area.

1. Acorn type luminaires are recommended for most commercial streets in order to maintain consistency throughout the city. Avoid selecting different types of lighting for small projects.
2. Poles should be well articulated with enough detail to create a range of scale for the pedestrian whether near or far away. Flutes, moldings or other traditional details are strongly preferred.
3. Alternative fixtures that reflect local architectural or historical character are subject to approval.
4. Single luminaires are highly preferred over multiples, which should be considered only for specific locations such as gateways or entry points of a district.
5. Luminaires are to be translucent or glare-free, utilizing obscure glass or acrylic lenses.
6. Multiple luminaires should not be more than 100 watts in each luminaire.



Street Lamp

9.11.3 Pedestrian Lighting

Pedestrian-scaled light posts and luminaires play a vital role in developing the unique character of the OTC. Pedestrian lights illuminate the sidewalk and provide a feeling of security at night. Fixtures should relate to the image and history of the area.

9.11.4 Street Lighting

Street lighting plays an important role in the quality and safety of streets, especially at night. Lighting illumination levels are based on two criteria: the uses along the street (such as commercial or residential) and the volume of automobile traffic.

9.11.5 Special Effect Lighting

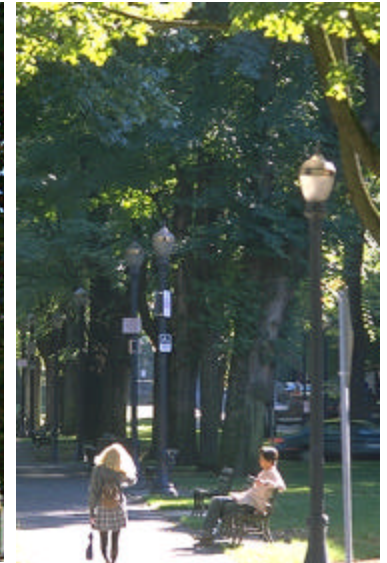
Special effect lighting may include string lighting in trees or uplighting in the tree grate or planting bed. If string lighting is desired, electrical outlets should be included adjacent to each street tree.

If uplighting is desired around trees, tree grates should be used with cut-outs for the light. Uplighting should be selected to blend with plantings, be waterproof and directional. Uplighting should use fixtures which shield the light source from passing motorists.

Special effect lighting must have pinpoint lighting in order to minimize nuisance.



Pedestrian Lighting



Uplighting

AN ORDINANCE AMENDING FRISCO'S COMPREHENSIVE ZONING ORDINANCE NO. 00-11-01 AND CITY OF FRISCO ORDINANCE NO. 05-08-57; REZONING A TRACT OF LAND CONSISTING OF 18.0 ACRES, MORE OR LESS, SITUATED IN THE W.B. WATKINS SURVEY, ABSTRACT NO. 1004, CITY OF FRISCO, COLLIN COUNTY, TEXAS HERETOFORE ZONED PLANNED DEVELOPMENT-153-MIXED USE, INDUSTRIAL, AND ORIGINAL TOWN COMMERCIAL IS HEREBY REZONED AND PLACED IN THE ZONING CLASSIFICATION OF PLANNED DEVELOPMENT-ORIGINAL TOWN COMMERCIAL (PD-OTC); DESCRIBING THE TRACT TO BE REZONED; PROVIDING FOR A PENALTY FOR THE VIOLATION OF THIS ORDINANCE; PROVIDING FOR REPEALING, SAVINGS AND SEVERABILITY CLAUSES; PROVIDING FOR AN EFFECTIVE DATE OF THIS ORDINANCE; AND PROVIDING FOR THE PUBLICATION OF THE CAPTION HEREOF.

WHEREAS, the City Council of the City of Frisco, Texas (the "City Council") has investigated and determined that the Comprehensive Zoning Ordinance No. 00-11-01 and City of Frisco Ordinance No. 05-08-57 should be amended; and

WHEREAS, the City of Frisco, Texas ("Frisco") has received a request from Frisco TC, L.P. ("Applicant") to rezone 18.0 acres of land, more or less, situated in the W.B. Watkins Survey, Abstract No. 1004, in the City of Frisco, Collin County, Texas; and

WHEREAS, the City Council has investigated into and determined that the facts contained in the request are true and correct; and

WHEREAS, all legal notices required for rezoning have been given in the manner and form set forth by law, and public hearings have been held on the proposed rezoning and all other requirements of notice and completion of such zoning procedures have been fulfilled; and

WHEREAS, the City Council has further investigated into and determined that it will be advantageous and beneficial to Frisco and its inhabitants to rezone this property as set forth below.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FRISCO, TEXAS:

SECTION 1: Findings Incorporated. The findings set forth above are incorporated into the body of this Ordinance as if fully set forth herein.

SECTION 2: Amendments to Comprehensive Zoning Ordinance No. 00-11-01 and City of Frisco Ordinance No. 05-08-57. Comprehensive Zoning Ordinance No. 00-11-01 and City of Frisco Ordinance No. 05-08-57 are amended as follows:

“The zoning designation of the below-described property containing 18.0 acres of land, more or less, situated in the W.B. Watkins Survey, Abstract No. 1004, in the City of Frisco, Collin County, Texas, (the “Property”) and all streets, roads and alleyways contiguous and/or adjacent thereto are hereby rezoned as Planned Development – Original Town Commercial (PD-OTC). The Property as a whole and the boundaries are more particularly described in Exhibit “A” attached hereto and incorporated herein for all purposes as if set forth verbatim. The general location of the Property is depicted on Exhibit “A-1”, attached hereto.

The development plans, standards, uses and schedules for the Property in this Planned Development District shall conform to, and comply with the intent and purpose attached hereto as Exhibit “B” and the development standards attached hereto as Exhibit “C”. Exhibits “B” and “C” are incorporated herein for all purposes as if set forth verbatim. Except as amended by this Ordinance, the development of the Property within this Planned Development District must comply with the requirements of all ordinances, rules and regulations of Frisco, as they currently exist or may be amended.

Three original, official and identical copies of the zoning exhibit map are hereby adopted and shall be filed and maintained as follows:

- a. Two (2) copies shall be filed with the City Secretary and retained as the original records and shall not be changed in any manner.
- b. One (1) copy shall be filed with the building inspector and shall be maintained up-to-date by posting thereon all changes and subsequent amendments for observation, issuing building permits, certificates of compliance and occupancy and enforcing the zoning ordinance. Reproduction for information purposes may from time-to-time be made of the official zoning district map.

Written notice of any amendment to this Planned Development District shall be sent to all property owners within two hundred (200) feet of the specific area to be amended."

SECTION 3: No Vested Interest/Repeal. No developer or property owner shall acquire any vested interest in this Ordinance or in any other specific regulations contained herein. Any portion of this Ordinance may be repealed by the City Council in the manner provided for by law.

SECTION 4: Unlawful Use of Premises. It shall be unlawful for any person, firm, entity or corporation to make use of said premises in some manner other than as authorized by this Ordinance and it shall be unlawful for any person, firm, entity or corporation to construct on said premises any building that is not in conformity with the permissible uses under this Zoning Ordinance.

SECTION 5: Penalty. Any person, firm, corporation or entity violating this Ordinance, any provision of Frisco's Comprehensive Zoning Ordinance No. 00-11-01 or Ordinance No. 05-08-57, as they exist or may be amended, shall be deemed guilty of a misdemeanor, and upon conviction thereof, shall be fined a sum not exceeding Two Thousand Dollars (\$2,000.00). Each continuing days' violation under this Ordinance shall constitute a separate offense. The penal provisions imposed under this Ordinance

shall not preclude Frisco from filing suit to enjoin the violation. Frisco retains all legal rights and remedies available to it pursuant to local, state and federal law.

SECTION 6: Severability. Should any section, subsection, sentence, clause or phrase of this Ordinance be declared unconstitutional or invalid by a court of competent jurisdiction, it is expressly provided that any and all remaining portions of this Ordinance shall remain in full force and effect. Frisco hereby declares that it would have passed this Ordinance, and each section, subsection, clause or phrase thereof irrespective of the fact that any one or more sections, subsections, sentences, clauses and phrases be declared unconstitutional or invalid.

SECTION 7: Savings/Repealing Clause. Frisco's Comprehensive Zoning Ordinance No. 00-11-01 and City of Frisco Ordinance No. 05-08-57 shall remain in full force and effect, save and except as amended by this or any other Ordinance. All provisions of any ordinance in conflict with this Ordinance are hereby repealed to the extent they are in conflict; but such repeal shall not abate any pending prosecution for violation of the repealed ordinance, nor shall the repeal prevent a prosecution from being commenced for any violation if occurring prior to the repeal of the ordinance. Any remaining portions of said ordinances shall remain in full force and effect.

SECTION 8: Effective Date. This Ordinance shall become effective from and after its adoption and publication as required by law and the Charter of Frisco.

DULY PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF FRISCO, TEXAS on this 04th day of March, 2008.



E. MICHAEL SIMPSON, Mayor

ATTESTED TO AND
CORRECTLY RECORDED BY:

Joanna Parker

JOANNA PARKER
City Secretary



APPROVED AS TO FORM:

Rebecca Brewer

ABERNATHY, ROEDER, BOYD & JOPLIN, P.C.
REBECCA BREWER
City Attorneys

DATES OF PUBLICATION: March 7 & 14, 2008, Frisco Enterprise

Exhibit "A"
PROPERTY DESCRIPTION
TRACT 1

BEING all that certain tract of land situated in the James Bolin Survey, Abstract No. 31, and the W.B. Watkins Survey, Abstract No. 1004, and being part of Block No. 108, Original Town of Emerson (now Frisco), Texas, as recorded by plat in Volume 113, Page 74, Map Records, Collin County, Texas, and also being a portion of those tracts conveyed to Mahard Feed Mill, Inc. by deed recorded in Volume 851, Page 312, Deed Records, Collin County, Texas, and being more particularly described as follows:

BEGINNING at a 5/8 inch iron rod set for corner in the East line of John W. Elliot Drive (a called 60 foot R.O.W.), said corner also being the Northwest corner of said Mahard tract, said corner being on the extension of the North line of said Block 108;

THENCE South 79 degrees 40 minutes 03 seconds East, departing the East line of said John W. Elliot Drive and along the North line of said Block 108, passing at a distance of 30.00 feet the called Northwest corner of said Block 108, and continuing in all a distance of 332.31 feet to the Northeast corner of said Block 108 and in a remaining West line of a railroad tract as described by deed in Volume 295, Page 500, Deed Records, Collin County, Texas;

THENCE South 10 degrees 13 minutes 08 seconds West departing the North line of said Block of 108 and along the East line of said Block 108, a distance of 293.27 feet to a 5/8 inch iron rod set for corner at the Northeast corner of a 10 foot easement to the State of Texas as recorded in Volume 280, Page 645, Deed Records, Collin County, Texas;

THENCE North 79 degrees 49 minutes 46 seconds west along the North line of said 10 foot easement, a distance of 147.38 feet to a 5/8 inch iron rod set for corner at the Southeast corner of a right of way dedication along the new North line of Main Street (a called 80 foot R.O.W. at this point) to the City of Frisco as recorded by deed in Volume 5684, Page 3508, Deed Records, Collin County, Texas;

THENCE North 34 degrees 49 minutes 46 seconds West, along said new North line of Main Street, a distance of 25.46 feet to a 5/8 inch iron rod set for corner;

THENCE North 79 degrees 49 minutes 46 seconds West, continuing along said North line, a distance of 160.48 feet to a 5/8 inch iron rod set for corner at the Southeast corner of a corner clip at the intersection of said North line of Main Street with the aforementioned East line of John W. Elliot Drive;

THENCE North 34 degrees 49 minutes 46 seconds West, along said corner clip, a distance of 9.90 feet to a 5/8 inch iron rod set for corner in the said East line of John W. Elliot Drive;

THENCE North 10 degrees 20 minutes 25 seconds East, along said East line, a distance of 269.21 feet to the POINT OF BEGINNING and containing 94,502 square feet or 2.170 acres of land, more or less.

Exhibit "A"
PROPERTY DESCRIPTION
TRACT 2

BEING all that certain tract of land situated in the James Bolin Survey, Abstract No. 31, and in the W.B. Watkins Survey, Abstract No. 1004, and being all that tract conveyed to Mahard Feed Mill, Inc., by deed recorded in Volume 4727, Page 1168, Deed Records, Collin County, Texas, and being more particularly described as follows:

BEGINNING at a 5/8 inch iron rod set for corner in the occupied North line of Main Street (a variable width R.O.W.), said corner being the Southwest corner of said Mahard tract and the Southeast corner of the remaining Railroad tract as conveyed to Red River, Texas & Southern Railway Company as recorded in Volume 295, Page 500, Deed Records, Collin County, Texas, said corner being 8.50 feet perpendicular and parallel East of the existing most Westerly Industry Tract centerline;

THENCE North 10 degrees 31 minutes 22 seconds East, departing said North line and along the common line between said Mahard and Railroad tracts and 8.50 East of said centerline tracts, a distance of 200.00 feet to a 5/8 inch iron rod set for corner;

THENCE South 79 degrees 46 minutes 52 seconds East, departing said parallel track line and continuing along said common line, a distance of 102.45 feet to a 5/8 inch iron rod set for corner;

THENCE South 10 degrees 13 minutes 08 seconds West, continuing along said common line, a distance of 140.00 feet to 5/8 inch iron rod set for corner;

THENCE South 29 degrees 32 minutes 03 seconds West, continuing along said common line, a distance of 63.49 feet to a 5/8 inch iron rod set for corner in the aforementioned occupied North line of Main Street;

THENCE North 79 degrees 49 minutes 46 seconds West, along said North line, a distance of 82.51 feet to the POINT OF BEGINNING and containing 19,960 square feet or 0.458 acres of land, more or less.

NOTE: THE COMPANY DOES NOT REPRESENT THAT THE ACREAGE AND/OR SQUARE FOOTAGE CALCULATIONS ARE CORRECT.

Exhibit "A"
PROPERTY DESCRIPTION
TRACT 3

BEING all that certain tract or parcel of land lying and being situated in COLLIN County, Texas, being out of and a part of Block 107 of the Original Donation to the City of Frisco according to the Plat thereof recorded in Volume 113, Page 74 of the Deed Records of COLLIN County, said tract or parcel of land being and including all that same tract described in a deed from Frisco Equipment and Automotive Services, Inc., to Harold D. Shepherd and wife, Elnora J. Shepherd, recorded in Volume 1711, Page 400 of the Land Records of COLLIN County, said tract or parcel of land is herein described as follows, to-wit:

BEGINNING at an ½ inch iron rod set on the West line of the Burlington Northern and Santa Fe Railroad right-of-way at the Southwest corner of said Block 107;

THENCE North 77 degrees 50 minutes 00 seconds West 300.00 feet to a ½ inch iron rod set at the Southwest corner of said Block 107;

THENCE along the East line of John W. Elliot Drive, North 12 degrees 10 minutes 00 seconds East 290.00 feet to a spike set on the south right-of-way line of F.M. Highway Number 720 for the Northwest corner hereof;

THENCE along the South right-of-way line of said F.M. Highway Number 720, South 77 degrees 50 minutes 00 seconds East 100.00 feet to a 5/8 inch iron rod set for corner;

THENCE along a common boundary between the herein described premises and a tract described in a deed to Sutton Enterprises, L.C., recorded under COLLIN County Clerk's File Number 96-0106843, South 12 degrees 10 minutes 00 seconds West 81.32 feet to a ½ inch iron rod set for corner;

THENCE South 78 degrees 00 minutes 14 seconds East 61.81 feet to a ½ inch iron rod found at the Southeast corner of said Sutton Enterprises tract;

THENCE South 78 degrees 15 minutes 08 seconds East 138.19 feet to a ½ inch iron rod set on the West line of said Railroad right-of-way, said corner being the Southeast corner of a tract described in a deed to Mary Thatcher Christie recorded under COLLIN County Clerk's File Number 95-0011327;

THENCE South 12 degrees 10 minutes 00 seconds West a distance of 210.00 feet to the PLACE OF BEGINNING and CONTAINING 1.6267 acres of land, more or less.

Exhibit "A"
PROPERTY DESCRIPTION
TRACT 4

BEING a 1.5277 acre tract of land and being a portion of the Burlington Northern and Santa Fe Railway Company's (formerly St. Louis-San Francisco Railway Company) 300.0 foot wide Station Ground property at Frisco, Texas, situated in the W.B. Walkins Survey in Collin County, Texas, and being a portion of the same property conveyed to Greensmith's, Inc. by deed recorded in Volume 04667, Page 01367 in the Deed Records, Collin County, Texas, being more particularly described by metes and bounds:

BEGINNING at a 60d nail set at the apparent right-of-way for corner at the Easterly extension of the southerly line of Main Street, (80 foot right-of-way), formerly Oak Street, 8.5 feet normally distance Easterly from said Greensmith's, Inc. Tract centerline, as now located and constructed, said point being 20 feet, more or less, Easterly of the Northeast corner of Block 107 in the City of Frisco;

THENCE North 45 degrees 05 minutes 11 seconds East, a distance of 10.00 feet normally distant Easterly from said Industry Track centerline to a point for corner in said apparent right-of-way;

THENCE South 45 degrees 00 minutes 00 seconds East, a distance of 122.00 feet to a point for corner at 8.5 feet normally distant Westerly from the Railway Company's old House Track centerline;

THENCE South 47 degrees 35 minutes 47 seconds West, parallel with and 8.5 feet normally distant Westerly from, passing a 60d nail found at apparent right-of-way for witness, at a distance of 10.00 feet and continuing a total distance of 176.77 feet to a 5/8 inch iron rod set;

THENCE South 45 degrees 10 minutes 29 seconds West, continuing parallel with and 8.5 feet normally distant Westerly from a distance of 294.78 feet to a 5/8 inch set;

THENCE North 45 degrees 00 minutes 00 seconds West, a distance of 30.58 feet to a 5/8 inch iron rod set on a line parallel with and 100.00 feet normally distant Westerly of the Greensmith's, Inc. Main Tract centerline, as now located and constructed, said 5/8 inch iron rod set is at the beginning of a non-tangent curve to the right having a central angle of 01 degree 46 minutes 52 seconds, a radius of 5629.58 feet and a chord bearing and distance of South 45 degrees 39 minutes 21 seconds West, 175.00 feet;

THENCE along said line parallel with and 100.00 feet normally distant Westerly of the Main Track centerline, an arc distance of 175.01 feet to a 5/8 inch iron rod set;

THENCE North 45 degrees 00 minutes 00 seconds West, a distance of 47.18 feet to a 5/8 inch iron rod set at 8.5 feet normally distant Easterly from said Greensmith's, Inc. most westerly Industry Track centerline, said 5/8 inch iron rod being at the beginning of a non-tangent curve to the right having a central angle of 11 degrees 28 minutes 52 seconds, a radius of 581.77 feet and a chord bearing and distance of North 31 degrees 28 minutes 21 seconds East, 116.38 feet;

THENCE along said parallel line 8.5 feet normally distant Easterly from said Greensmith's, Inc. most westerly Industry Track centerline as follows:

Around said curve to the right, an arc distance of 116.58 feet to a 5/8 inch iron rod found;

North 37 degrees 12 minutes 47 seconds East, a distance of 8.53 feet to a 5/8 inch iron rod set;

North 40 degrees 16 minutes 06 seconds East, a distance of 1.68 feet to a 5/8 inch iron rod set at the beginning of a curve to the right having a central angle of 04 degrees 49 minutes 05 seconds, a radius of 1585.10 feet and a chord bearing and distance of North 42 degrees 40 minutes 38 seconds East, 133.25 feet;

Around said curve to the right, an arc distance of 133.29 feet to a 5/8 inch iron rod set;

THENCE North 45 degrees 05 minutes 11 seconds East, a distance of 379.93 feet to the POINT OF BEGINNING and containing 66,547.46 square feet or 1.5277 acres of land, more or less.

Exhibit "A"
PROPERTY DESCRIPTION
TRACT 5

BEING a 2.0566 acre parcel of land in the W.B. Watkins Survey, Abstract No. 104, Collin County, Texas, and located in the corporate limits of the City of Frisco, Texas and being all of Block 101 of the Old Donation to the City of Frisco recorded in Volume 113, Page 74 of the Collin County Deed Records and being the same land as conveyed to Texas Industries, Inc., in special warranty deed dated June 10, 1994 and recorded under Film Code No. 94-0055885 of the Collin County Deed Records and said parcel being more particularly described as follows:

BEGINNING at a 5/8 inch iron rod found at the Northeast corner of Block 101 at the intersection to the South line of Original Main Street (80.0 feet wide) with the West right-of-way line of the St. Louis and San Francisco Railroad; 200.0 feet West of the centerline of said railroad;

THENCE South 12 degrees 34 minutes 00 seconds West, along the West line of said railroad for a distance of 300.10 feet (call 300.01) to the Southeast corner of Block 101 to an "X" found on concrete in the North line of Elm Street (60.0 feet wide);

THENCE North 77 degrees 59 minutes 51 seconds West (call North 78 deg. 00 min. 00 sec. West) along the South line of said Block 101 and the North line of Elm Street for a distance of 297.02 feet (call 297.00 feet) to the Southwest corner of said Block 102, an "X" found in the East line of John W. Elliot Drive (formerly Eighth Street) (60.0 feet wide);

THENCE North 11 degrees 58 minutes 59 seconds East (call North 12 deg. 00 min. sec. East) along the West line of Block 101 and the East line of John W. Elliot Drive (formerly Eighth Street); for a distance of 300.04 feet (call 300.00 feet) to an "X" found on concrete at the Northwest corner of Block 101;

THENCE South 78 degrees 00 minutes 18 seconds East (call South 78 deg. 00 min. 00 sec. East) along the North line of Block 101 and the South line of Original Main Street for a distance of 300.09 feet (call 299.97 feet) to the PLACE OF BEGINNING and containing 2.0566 acres of land, more or less.

Exhibit "A"
PROPERTY DESCRIPTION
TRACT 6

BEING part of Block 102, of the Town of Frisco, Collin County, Texas according to the plat thereof recorded in the office of the County Clerk of Collin County, Texas, and being more fully described as follows:

BEGINNING at the Northwest corner of Block 102;

THENCE South 90 feet;

THENCE East 60 feet;

THENCE North 90 feet;

THENCE West 60 feet;

Said tract being a lot 90' x 60' in the Northwest corner of Block 102.

Exhibit "A"
PROPERTY DESCRIPTION
TRACT 7

SITUATED in the State of Texas, County of Collin, and City of Frisco, being part of Block 102 of the City of Frisco according to the plat filed in Volume 113, Page 74 of the Collin County Land Records, being Tract One and Tract Two as recorded in Volume 4411, Page 1165 of the Collin County Land Records with said premises being more particularly described as follows:

BEGINNING at a ½ inch iron rod found in the north right-of-way line of Pecan Street marking the southwest corner of said Tract Two and the southeast corner of Lot 2A, Block 102 as recorded under County Clerk No. 95-0033462 of the Collin County Land Records;

THENCE with the west line of said Tract Two, the east line of said Lot 2A and the west line of said Tract One, North 12 degrees 00 minutes 00 seconds East, 131.95 feet to a Roome capped iron rod set marking the northwest corner of Tract One and the southwest corner of an unknown tract of land, from which a 1 inch iron pipe found for reference bears North 12 degrees 00 minutes 00 seconds East, 0.70 feet;

THENCE with the north line of Tract One and the south line of said unknown tract, South 78 degrees 00 minutes 00 seconds East 150.00 feet to a Roome capped iron rod set in the east line of Block 102, the west right-of-way line of a St. Louis & Santa Fe Railroad marking the northeast corner of said Tract One and the southeast corner of said unknown tract;

THENCE with the east line of Block 102, the east line of Tract One and Tract Two, and the west right-of-way line of said railroad, South 12 degrees 51 minutes 50 seconds West 131.96 feet to a Roome capped iron rod set marking the southeast corner of Block 102, the southeast corner of Tract Two and the intersection of the west right-of-way line of said railroad with the north right-of-way line of Pecan Street:

THENCE with the south line of Block 102, the south line of Tract Two and the north right-of-way line of Pecan Street, North 78 degrees 00 minutes 00 seconds West, 148 feet to the point of beginning and containing 19,660 square feet or 0.45 acre of land.

Exhibit "A"
PROPERTY DESCRIPTION
TRACT 8

Being a 5.460 acre tract of land situated in the W.T. WATKINS SURVEY, ABSTRACT NO. 1004, City of Frisco, Collin County, Texas and being part of a tract of land conveyed to Red River, Texas and Southern Ry. Co. (predecessor to The Burlington Northern and Santa Fe Railway Company) by deed recorded in Volume 295, Page 500, of the Deed Records of Collin County, Texas and being more particularly described as follows:

BEGINNING at a capped 1/2" iron rod found located in the west line of said Red River, Texas and Southern Ry. Co. tract, said iron rod also located at the southeast corner of a tract of land conveyed to Frisco Square by deed recorded in County Clerk File #2000-0081361, Deed Records Collin County, Texas, and said point also being in the center of Platinum Parkway (80' R.O.W.);

THENCE N 19° 00'34"E, passing at a distance of 42.30 feet, a 1/2" capped iron rod, and continuing along the west line of said Red River, Texas and Southern Ry. Co. tract, a total distance of 1543.22 feet to a 1/2" iron rod set for corner and the beginning of a curve to the left, having a central angle of 02° 34'42", a radius of 5560.97 feet, and a chord which bears N 16° 25'12"E, a distance of 250.22 feet;

THENCE northeasterly along said curve to the left, an arc distance of 250.24 feet, to a 3/8" iron rod found for corner, said point also being the northeast corner of a tract of land conveyed to William Ty O'Neil by deed recorded in County Clerk File #99-0105455, Deed Records Collin County, Texas and located in the south line of Elm Street (a 60' R.O.W.);

THENCE S 77° 43'16"E, along the south line of said Elm Street, a distance of 74.48 feet, to a 1/2" iron rod set for corner;

THENCE S 09° 32'28"E, departing the south line of said Elm Street, a distance of 133.91 feet, to a 1/2" iron rod set for corner and the beginning of a curve to the right, having a central angle of 13° 59'24", a radius of 526.84 feet, and a chord which bears S 02° 33'03"E, a distance of 128.32 feet;

THENCE, southeasterly along said curve to the right, an arc distance of 128.64 feet, to a 1/2" iron rod set for corner, and also being in a non-tangent curve to the right, having a central angle of 07° 25'53", a radius of 5735.26 feet, and a chord which bears S 21° 14'50"W, a distance of 743.36 feet;

THENCE southwesterly along said curve to the right, an arc distance of 743.88 feet, to a 1/2" iron rod set for corner and end of said curve;

THENCE S 24° 57'29"W, a distance of 805.23 feet, to 1/2" iron rod set for corner, said point located in the extended centerline of said Platinum Parkway;

THENCE S 89° 53'53"W, along the said extended centerline of Platinum Parkway, a distance of 64.92 feet, to the POINT OF BEGINNING and containing 5.460 acres, or 237,860 square feet of land.

Exhibit "A"
PROPERTY DESCRIPTION
TRACT 9

BEING a 73,680 square feet or 1.6915 acre tract of land situated in the W.T. Watkins Survey, Abstract No. 1004, Frisco, Collin County, Texas and being Block 103 of the Town of Frisco according to the map recorded in Volume 113, Page 74, Deed Records of Collin County, Texas, said tract being part of a called 50.6 acre tract conveyed to John Elliot by deed recorded in Volume 374, Page 137, Deed Records of Collin County, Texas and being more particularly described as follows (the bearing basis for this survey was taken from the said deed):

BEGINNING at a set 1/2 inch iron rod for a corner at the intersection of the Southwesterly line of Pecan Street (a 60 foot right of way) with the Northwesterly line of the St. Louis, San Francisco and Texas Railway Company (a variable width right of way), said point being the Northeast corner of said Block 103 and the most Easterly Northeast corner of the said 50.6 acre tract;

THENCE, South 18 degrees 45 minutes 00 seconds West, with the Northwesterly line of the St. Louis, San Francisco and Texas Railway Company, a distance of 302.09 feet to found 1/2 inch iron rod for a corner in the Northeasterly line of Ash Street (a 60 foot right of way), said point being the Southeast corner of said Block 103;

THENCE, North 78 degrees 00 minutes 00 seconds West, with the Northeasterly line of Ash Street, a distance of 227.63 feet to a found 3/8 inch iron rod for a corner, said point being at the intersection of the Northeasterly line of Ash Street with the Southeasterly line of Eighth Street (a 60 foot right of way) and said point being the Southwest corner of said Block 103;

THENCE, North 11 degrees 55 minutes 00 seconds East, with the Southeasterly line of Eighth Street, a distance of 300.00 feet to a set 1/2 inch iron rod for a corner at the intersection of the Southeasterly line of Eighth Street with the Southwesterly line of Pecan Street and said point being the Northwest corner of said Block 103;

THENCE, South 78 degrees 00 minutes 00 seconds East, with the Southwesterly line of Pecan Street, a distance of 263.57 feet to the POINT OF BEGINNING.

Exhibit "A-1" Locator Map

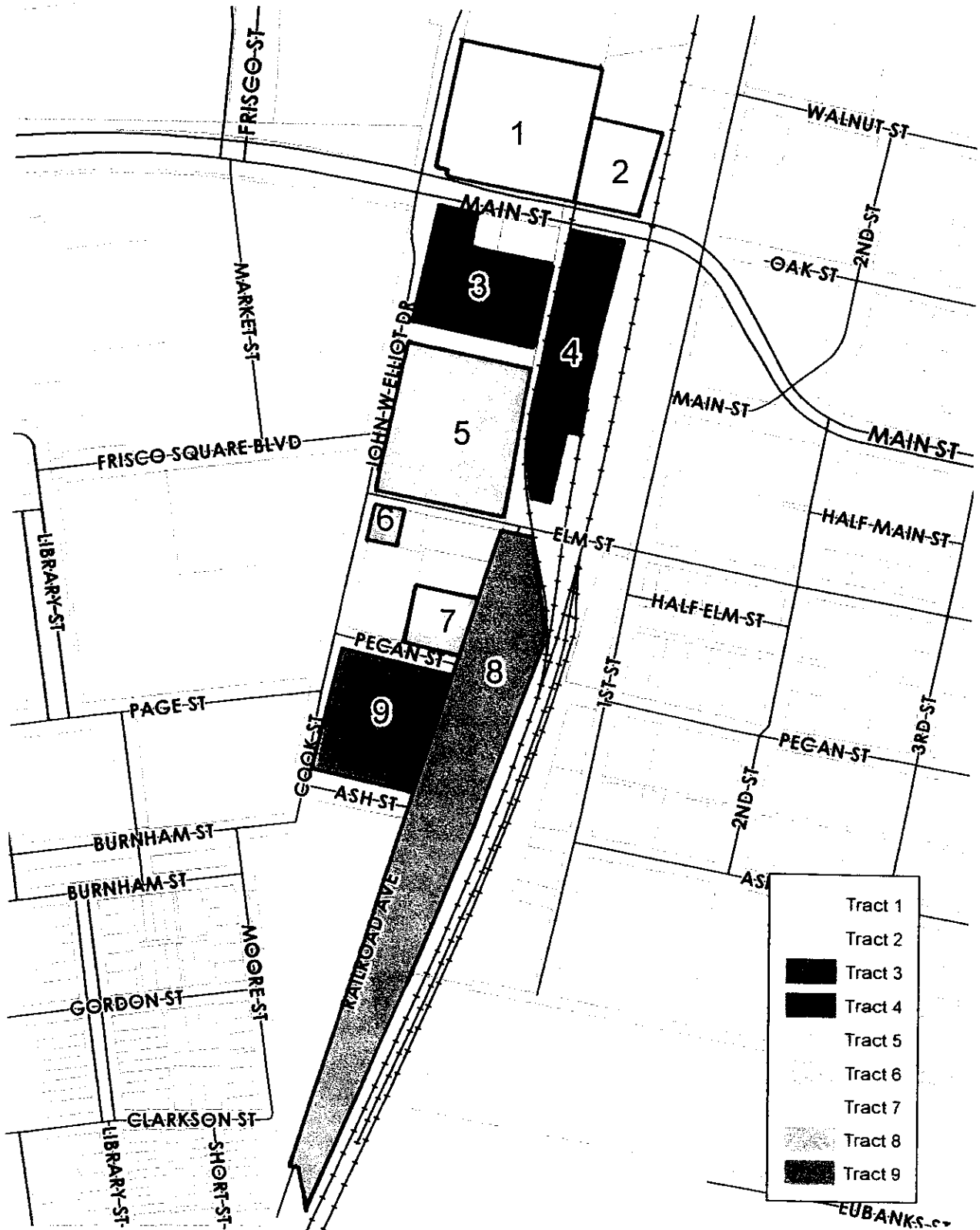


EXHIBIT "B" for Z06-0016
STATEMENT OF INTENT AND PURPOSE

The Heritage Association of Frisco Inc., in conjunction with the City of Frisco is developing Heritage Center. Located between the old Downtown area of Frisco and Frisco Square, the Center will tie the two together with the purpose of helping to preserve the rich heritage and history of Frisco and the Frisco area.

Exhibit "C"

Development Standards

The property shall develop under the provisions of the Original Town Commercial (OTC) zoning district as outlined in the Comprehensive Zoning Ordinance No. 00-11-01, as it currently exists or may be amended, subject to the following conditions:

1. Building Materials

Allowed building materials shall be approved by the Chief Building Official, or his/her designee, in conjunction with a façade plan. Façade Plans shall be reviewed and approved by the Director of Planning & Development Services or his/her designee.

2. Signage

Signage shall comply with the Sign Ordinance No. 06-10-109, as it currently exists or may be amended, subject to the following conditions:

- a. One roof sign is permitted for the entire Planned Development per City Council approval.

3. Access

Access to the site is provided by John W. Elliot Drive. Internal access will be provided by access drives serving as Public Ways. Access drives are to be treated as streetscapes with street trees planted at intervals of 35-feet on center.

4. Landscaping

The only landscaping required by this Ordinance is street trees planted along the access drives as outlined above.

5. Parking

- a. Original Town Commercial (OTC) parking standards shall apply to this Planned Development.
- b. Public parking available in Frisco Square shall also be utilized by this Planned Development.
- c. Uses requiring additional parking beyond what is available shall be subject to Planning & Zoning Commission approval in conjunction with a site plan.

6. Miscellaneous

- a. Sidewalk widths adjacent to the front facades of buildings shall be a minimum of 15-feet. Encroachments into the sidewalk for seating areas, tree wells, etc. shall be allowed, providing that a minimum six-foot clear path is provided for pedestrians. Sidewalks not adjacent to the front facades of buildings shall be a minimum of six-feet in width. Exceptions may be allowed with Planning & Zoning Commission approval provided that the pedestrian realm is preserved.
- b. Structures shall be fire sprinklered. The Fire Chief or his/her designee may approve an exemption.
- c. Street lights shall be of a similar style to those used in Frisco Square.
- d. Buildings shall be equally finished on all sides, unless otherwise approved by the Director of Planning & Development Services or his/her designee.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FRISCO, TEXAS, AMENDING SUBSECTION 3.02.01. (CONDITIONAL DEVELOPMENT STANDARDS) OF SECTION 3.02 (USE CHART) OF SECTION 3 (LAND USES); AMENDING SECTION 3.02 (USE CHART) OF SECTION 3 (LAND USES); AMENDING SUBSECTION 2.04.04(H)(3) (OTC – OTHER REGULATIONS) OF SUBSECTION 2.04.04 (OTC – ORIGINAL TOWN COMMERCIAL DISTRICT) OF SUBSECTION 2.04 (NONRESIDENTIAL ZONING DISTRICTS) OF SECTION 2 (ZONING DISTRICTS); AND AMENDING SUBSECTION 2.04.04(H)(5) (OTC – OTHER REGULATIONS) OF SUBSECTION 2.04.04 (OTC – ORIGINAL TOWN COMMERCIAL DISTRICT) OF SUBSECTION 2.04 (NONRESIDENTIAL ZONING DISTRICTS) OF SECTION 2 (ZONING DISTRICTS) THE CITY OF FRISCO’S ZONING ORDINANCE NO. 11-04-09, AS AMENDED; PROVIDING FOR REPEALING, SAVINGS AND SEVERABILITY CLAUSES; PROVIDING FOR A PENALTY FOR THE VIOLATION OF THIS ORDINANCE; PROVIDING FOR AN EFFECTIVE DATE OF THIS ORDINANCE; AND PROVIDING FOR THE PUBLICATION OF THE CAPTION HEREOF.

WHEREAS, the City Council of the City of Frisco, Texas (“City Council”), has investigated and determined that Subsection 3.02.01 (Conditional Development Standards) of Section 3.02 (Use Chart) of Section 3 (Land Uses); Section 3.02. (Use Chart) of Section 3 (Land Uses); Subsection 2.04.04(H)(3) (OTC – Other Regulations) of Subsection 2.04.04 (OTC – Original Town Commercial District) of Subsection 2.04 (Nonresidential Zoning Districts) of Section 2 (Zoning Districts); and Subsection 2.04.04(H)(5) (OTC – Other Regulations) of Subsection 2.04.04 (OTC – Original Town Commercial District) of Subsection 2.04 (Nonresidential Zoning Districts) of Section 2 (Zoning Districts) of the City of Frisco, Texas (“Frisco”) Zoning Ordinance No. 11-04-09, as amended (“Zoning Ordinance”), should be amended regarding regulations relating to the Original Town Commercial District; and

WHEREAS, Frisco has complied with all notices and public hearings as required by law; and

WHEREAS, the City Council finds that it will be advantageous, beneficial and in the best interest of the citizens of Frisco to amend the Zoning Ordinance, as set forth below.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FRISCO, TEXAS:

SECTION 1: Findings Incorporated. The findings set forth above are incorporated into the body of this Ordinance as if fully set forth herein.

SECTION 2: Amendment to Subsection 3.02.01. (Conditional Development Standards)

of Section 3.02 (Use Chart) of Section 3 (Land Uses) of Frisco’s Zoning Ordinance No. 11-04-09, as amended. Subsection 3.02.01. (Conditional Development Standards) of Section 3.02 (Use Chart) of Section 3 (Land Uses) of Frisco’s Zoning Ordinance No. 11-04-09, as amended, is hereby amended to establish a new Conditional Development Standard No. 36 (Single Family Residential, Detached and Townhome) as follows:

“3.02.01. Conditional Development Standards

...

(36) Single Family Residential, Detached and Townhome

Only allowed in the area known as OTC* as described in Subsection 2.04.04(H)(5). A single family residential, detached structure must be constructed under the regulations of the Original Town Residential District.”

SECTION 3: Amendment to Subsection 3.02 (Use Chart) of Section 3 (Land Uses) of Frisco’s Zoning Ordinance No. 11-04-09, as amended. Subsection 3.02 (Use Chart) of Section 3 (Land Uses) of Frisco’s Zoning Ordinance No. 11-04-09, as amended, is hereby amended to designate the use known as “Single Family Residential, Detached” and “Townhome” as a use regulated by Conditional Development Standard No. 36 in the “OTC-Original Town Commercial District” as follows:

Use Type	O-1-Office-1 District	O-2-Office-2 District	R-Retail District	OTC- Original Town Commercial District	H – Highway District	C-1 – Commercial-1 District	C-2 – Commercial-2 District	IT – Information and Technology District	I – Industrial District
...									
Single Family Residence, Detached				(36)					
...									
Townhome				(36)					

...”

SECTION 4: Amendment to Subsection 2.04.04(H)(3) (OTC – Other Regulations) of Subsection 2.04.04 (OTC – Original Town Commercial District) of Subsection 2.04 (Nonresidential Zoning Districts) of Section 2 (Zoning Districts) of Frisco’s Zoning Ordinance No. 11-04-09, as amended. Subsection 2.04.04(H)(3) (OTC – Other Regulations) of Subsection 2.04.04 (OTC – Original Town Commercial District) of Subsection 2.04 (Nonresidential Zoning Districts) of Section 2 (Zoning Districts) of Frisco’s Zoning Ordinance No. 11-04-09, as

amended, is hereby amended by adding a new subsection (g) as follows:

“Subsection 2.04.04. OTC – Original Town Commercial District

...

(H) OTC – Other Regulations

...

(3) Projections into a Required Setback or Beyond the Street Lot Line

...

- g. Outdoor open patios shall be permitted to project into a public right-of-way for nonresidential uses provided that a six (6) foot wide, unobstructed and leveled sidewalk is maintained for pedestrian access and meets all ADA requirements. The property owner has assumed liability related to such projections and shall maintain such projections in a safe and non-injurious manner.

...”

SECTION 5: Amendment to Subsection 2.04.04(H)(5) (OTC – Other Regulations) of Subsection 2.04.04 (OTC – Original Town Commercial District) of Subsection 2.04 (Nonresidential Zoning Districts) of Section 2 (Zoning Districts) of Zoning Ordinance No. 11-04-09, as amended. Subsection 2.04.04(H)(5) (OTC – Other Regulations) of Subsection 2.04.04 (OTC – Original Town Commercial District) of Subsection 2.04 (Nonresidential Zoning Districts) of Section 2 (Zoning Districts) of Zoning Ordinance No. 11-04-09, as amended, is hereby amended as follows:

“Subsection 2.04.04. OTC – Original Town Commercial District

...

(H) OTC – Other Regulations

...

- (5) The area known as OTC*, as more particularly depicted within the Downtown Architectural Design Standards, is delineated by the alley south of Elm Street to the north, 5th Street to the east (but excluding the lots on 5th Street), Ash Street to the south, and the BNSF Railroad to the west will have the following provision:
 - a. Redevelopment or infill development shall be two (2)

stories with residential on both floors or residential above and office/retail uses below. Existing structures would not be required to add a second story. If a structure is destroyed, it may be rebuilt as originally constructed with no usage change, otherwise structure must comply with redevelopment criteria.

..."

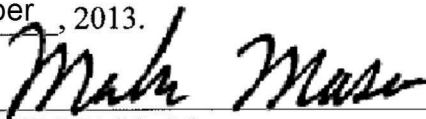
SECTION 6: Savings/Repealing Clause. Frisco's Zoning Ordinance No. 11-04-09 shall remain in full force and effect, save and except as amended by this or any other Ordinance. All provisions of any ordinance in conflict with this Ordinance are hereby repealed, but such repeal shall not abate any pending prosecution for violation of the repealed ordinance, nor shall the repeal prevent a prosecution from being commenced for any violation if occurring prior to the repeal of the ordinance. Any remaining portions of said ordinance shall remain in full force and effect.

SECTION 7: Severability. Should any section, subsection, sentence, clause or phrase of this Ordinance be declared unconstitutional or invalid by a court of competent jurisdiction, it is expressly provided that any and all remaining portions of this Ordinance shall remain in full force and effect. Frisco hereby declares that it would have passed this Ordinance, and each section, subsection, clause or phrase thereof irrespective of the fact that any one or more sections, subsections, sentences, clauses and phrases be declared unconstitutional or invalid.

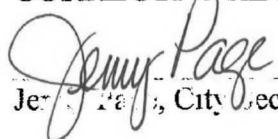
SECTION 8: Penalty Provision. Any person, firm, corporation or entity violating this Ordinance or any provision of Frisco's Zoning Ordinance No. 11-04-09, or as amended, shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be fined a sum not exceeding Two Thousand Dollars (\$2,000.00). Each continuing day's violation under this Ordinance shall constitute a separate offense. The penal provisions imposed under this Ordinance shall not preclude Frisco from filing suit to enjoin the violation. Frisco retains all legal rights and remedies available to it pursuant to local, state and federal law.

SECTION 9: Effective Date. This Ordinance shall become effective from and after its adoption and publication as required by law the City Charter and by law.

DULY PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF FRISCO, TEXAS on this 3rd day of September, 2013.

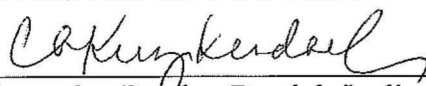

MAHER MASO, Mayor

**ATTESTED TO AND
CORRECTLY RECORDED**


Jenny Page, City Secretary



APPROVED AS TO FORM:


Abernathy, Roeder, Boyd & Joplin, P.C.
Courtney A. Kuykendall, City Attorneys

Dates of Publication: _____, Frisco Enterprise